

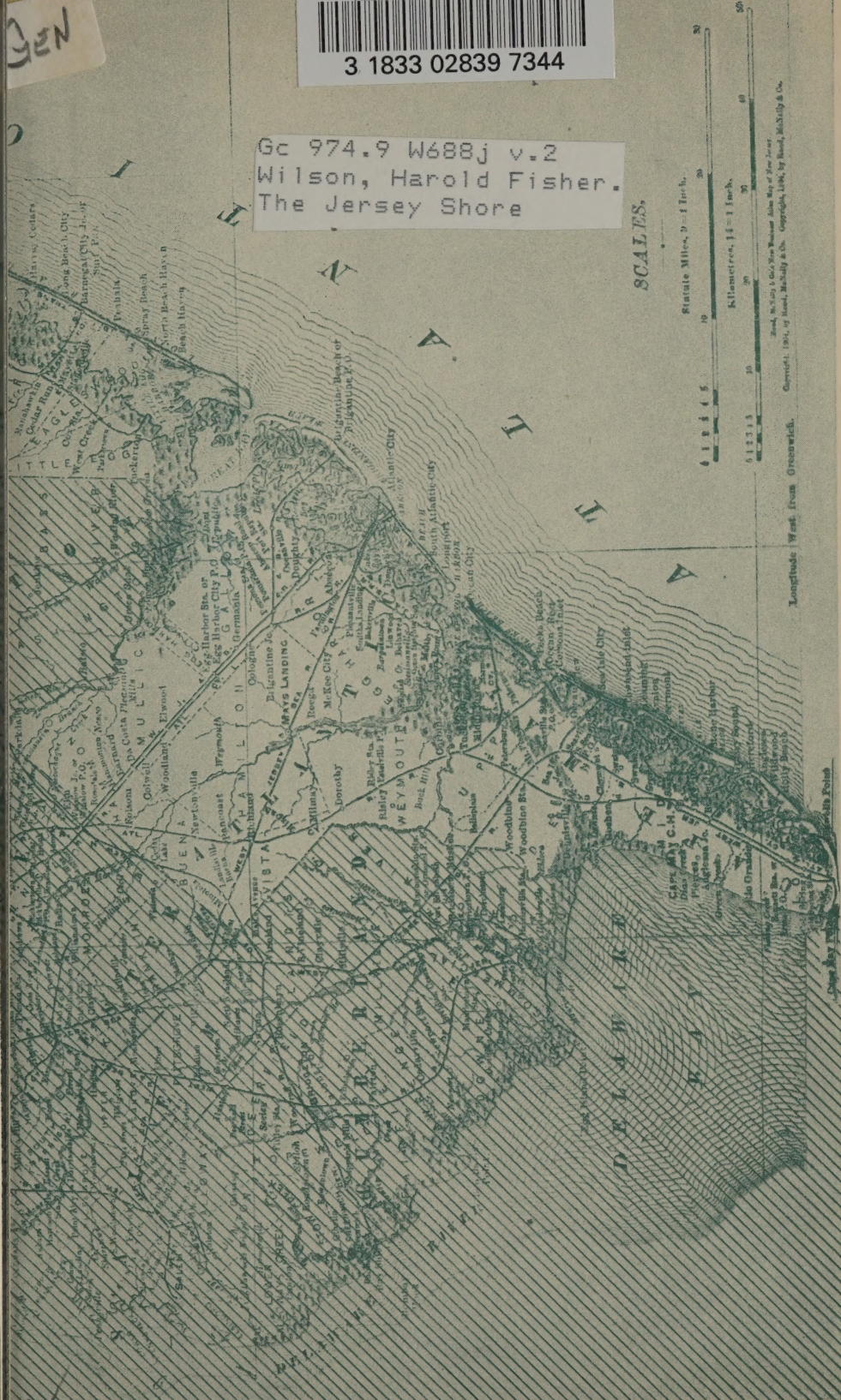




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The Shore Counties in 1903















# THE JERSEY SHORE

*A Social and Economic History  
of the Counties of*

ATLANTIC, CAPE MAY, MONMOUTH AND OCEAN

**Allen County Public Library**  
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(Courtesy Dept. of Public Relations, Press Bureau, Atlantic City)

*Atlantic City Skyline*



# THE JERSEY SHORE

*A Social and Economic History  
of the Counties of*

ATLANTIC, CAPE MAY, MONMOUTH AND OCEAN

*By*

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VOLUME II

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## CHAPTER XX

### OTHER ASPECTS OF LIFE IN THE LATTER 19TH CENTURY

We were living on the old Leaming place 3 miles north of the Court House. It was in 1861. Father came home from the Court House and said the bands were playing and everyone was enlisting. He said, "All get ready and I'll take you back to see the volunteers start for Millville. . . . It was dark when we reached the Court House and not a light was to be seen in the homes,—the people were all in the streets. The volunteers had been given supper at the Hotel and then they came out to the long line of carriages that stood on the turnpike and as each filled, drove forward a few steps, the crowds shaking hands with the occupants. Sobs, moans, and cries filled the air. . . . As one carriage filled, the irrepressible Joe Holmes stood on the wheel, waved his cap and said, "Ladies and gentlemen! Shed no tears for the volunteers of this carriage," and in his seat, he began to sing "Good night, ladies."

(Eye-witness account of Civil War departure, Cape May Court House.)<sup>1</sup>

Many other influences affected the lives of citizens of the four shore counties during the last half of the 19th Century. Some were special holidays, like Big Sea Day in Monmouth County. Others were of far reaching importance. An increasing demand for public aid in helping ships wrecked along the shore brought federal funds for the construction of life-saving stations and light houses. The church and the school continued to develop and to afford facilities for the well-being of the shore residents. Finally, these five decades brought the burdens of the Civil War and the less oppressive weight of the Spanish-American War to the shore people. These topics will be considered in this chapter.

#### 1. "*Big Sea Day.*"

On the second Saturday in August, a point of beach near Wreck Pond (Sea Girt) is crowded with wagons, in which farmers from as far back as 20 miles in the county, have

driven their families. Families . . . start on Friday afternoon, sleeping in the wagons. . . . It is said that before the advent of the summer visitor put a restraint upon the proceedings, they were very decidedly unconventional.

(Contemporary observation, 1889.)<sup>2</sup>

One of the happiest holidays of the year for the farmers of Monmouth County was Big Sea Day, which was especially popular in the 1880's and '90's. Either the second or third Saturday in August was set aside for the event. Farmers from the interior drove down to the shore in "sheet-top" wagons with Old Wreck Pond near Spring Lake and Sea Girt as their objective. They started early in the morning, and every member of the family went, from infant baby to grandpa. Many left their farm-houses on a Friday afternoon and slept in their wagons Friday night. They brought musical instruments ranging from accordion to jews harp, which were "usually in and out of harmony during the entire journey down to the beach." During the trip down there were frequent races when one neighbor pulled out his horse and buggy to pass another. There was always plenty of food. The mother of the household packed a big market basket full of enough for breakfast on the beach, the noon-day meal and for a few sandwiches to nibble at on the way home.

At Wreck Pond, which was back from the shore a bit, was a group of tall cedars among which the farmers and their families camped, using the cedars as hitching posts. The dressing room was the family carriage (see picture) with a horse blanket drawn across the front. Almost everyone bathed in the ocean. Grandpa, grandma, papa, mama, and the children usually went into the water while one older child was detailed to paddle along the edge holding the pocket-books full of worn greenbacks tightly gripped in his hands. There were minor accidents. The old house wrapper which served as a bathing suit often tore when it became wet.



The day was spent in bathing and in general hilarity. Old friends enjoyed the opportunity of greeting each other. Bathing costumes were hit or miss; the women usually donned a house wrapper and no stockings. Sometimes special attractions were available during the day.



(Courtesy J. Stanley DuBois, Manasquan)

*Big Sea Day, also called Big Wash Day, at Manasquan Beach  
in 1896.*

The “dancing stand” of Jix Newman, the cane stand, the lifting machine of Richard Cottrell became well known. Toward the end of the day many of the bathers set out for nearby taverns, where they passed the remainder of the day and evening in dancing and drinking.<sup>3</sup>

Residents of mainland villages also joined in observing Big Sea Day. If they did not own a carriage they took the train from Freehold, from Howell, or other stations. One contemporary recalled that it was a common sight at 5:50 in the morning of Big Sea Day to see a hundred people waiting for the early morning “paper” train on the platform at Freehold.<sup>4</sup>

The popularity of Big Sea Day began to decline in the 20th Century, although it continued to be observed for a number of years. At the time of the event in 1904, one Asbury Park paper noted that farmers within a radius of twenty miles from Sea Girt were "flocking with their families to the seashore . . . in their Sunday rigs." Disturbing elements had entered into the event by this year. The gatherings were not as free as they once were. Many things were being offered for sale and the Day had become more commercialized. "Peanut vendors and lemonade dispensers anticipate a big demand for refreshments from the rurals and have laid in large stocks," noted the newspaper article.<sup>5</sup>

By this time the Day had begun to attract less wholesome groups. The same paper announced on August 15th, the Monday after Big Sea Day, that gamblers who had tried to fleece farmers at Wreck Pond the previous Saturday had been arrested and gambling devices had been seized on the beach. Twelve men were locked up in the Spring Lake Jail. One escaped by swimming over a nearby creek.<sup>6</sup>

In August, 1950, Big Sea Day was revived at Point Pleasant as part of Ocean County's Centennial Celebration. Among other events were an old-fashioned bathing beauty contest and a horse-shoe pitching, and a large parade was also held, but the informal country flavor of the old-time event was missing.<sup>7</sup>

## 2. *Shipwrecks and life saving.*

The ship was wrecked off Ship Bottom (Ocean County) on a stormy night. . . . Our surfboat put out but by then it was too late to strike out for the wreck. It rained, hailed, snowed, and turned into sleet all night long, the worst night I ever put in on the beach. Our oilskins froze to our boots and we felt like icicles, cracking whenever we moved. . . . At daylight we heard cries for help and saw five men clinging to the cabin top, which had struck the bar and was fastened in the sand. Before dawn the schooner had



gone to pieces. We brought the five men ashore, but one died in the surfboat from exposure.

(Recollection of Long Beach life saver in 1903.)<sup>8</sup>

In 1847 the first federal assistance to life-saving stations was made when Congress appropriated money to



(Courtesy Asbury Park Public Library)

*Wreck of the "Laura Bridgman," Asbury Park, 1883*

provide surf boats for the few stations in existence. The leading sponsor for this bill was Congressman William A. Newell of Monmouth County. The new equipment included galvanized surf-boats with separate air chambers, rockets, rocket-line and hawsers, all of which were housed in frame buildings. No responsible custodians were appointed to care for the new apparatus, however, and dreadful shipwrecks occurred in plain view of stations that existed in name only.<sup>9</sup>

Public interest in the need for better facilities was aroused in the 1850's by the publication in 1853 of a pamphlet telling of the experiences of a victim of a shipwreck. The booklet, the title page of which read "A

Thrilling Narrative, Shipwreck and Sufferings of Mrs. Maria Snethen, Who Was Wrecked on Absecum Beach, Written by Herself," was couched in melodramatic language and contained several hand-drawn illustrations of Maria's vicissitudes. It made a vivid impression on the reading public of the time.<sup>10</sup>

The vessel on which Maria was voyaging foundered on the shoals off what became Atlantic City, "When the vessel struck, peculiar feelings filled my breast," wrote Maria, who was the only woman on board. She managed to get up on deck and was followed by her husband, with their child in his arms. "All was confusion; the wind was howling through the rigging, one mast had been carried away and the top of the other broken off." A boat was lowered over the deck and the captain and a steward sprang into it, avowedly for the purpose of holding it firm, but, she said, "I think they were looking out for themselves." The next moment the life boat was rolled over by a great wave, but since the men were good swimmers, they reached the nearby shore. By this time it was four in the afternoon. The storm had been raging since morning.

Suddenly a huge wave came "leaping and roaring over the bows of the vessel," knocking Maria's husband down and sweeping the child away. The next wave hurled her husband into the ocean and she saw him no more. Maria continued to hold to the rigging. A young man, wounded in the head, was flung past her. He was the last except Maria on the vessel. "ALL, ALL had been swept overboard where they found a watery grave." The wind continued to rise and "the sable curtains of night began to fall." Maria was chilled to the bone, yet she held on for dear life. Her clothes had been torn off her and she was nearly naked.

When the wind had subsided in the morning, she saw men coming over the side of the vessel. One man took off his coat and put it over her. They took her off the



vessel and finally reached Absecon Island, where they brought her into one of two hovels on the beach. There were two rooms, and in the back one were the bodies of her husband and her baby. Owing to the weather, it was three days before they could be moved off Absecon Island to the mainland where services were performed in a church and "they were buried in a christianlike manner."

Maria was still confined to the little hut on the beach. The people were kind, but with her limbs broken and her flesh torn in "horrid gashes," she could hardly bear to be touched. In the one room slept a father, mother, their eight children and herself. Almost everything she owned was lost or stolen by the wreckers. Her trunk had been robbed of its contents, which included her wearing apparel, two gold watches, and a large sum of money. When it was afterwards found, the cover had been torn off and the box apparently used for carrying flour taken from the wreck. She was left destitute except for twenty-five dollars that was found in her husband's boot.

Maria remained three weeks at the beach house and finally was sufficiently strong to be moved. An ox team, which had earlier conveyed the bodies of her husband and child, carried her across the island to the bay shore, from which she was taken by boat to Absecon village on the mainland. There she was brought to the nearest house, her wounds dressed by a physician and she was fed, clothed, and placed in bed. In the evening the neighbors gathered to see the "wrecked lady." Later others came in carriages to visit her. Kindly villagers took up a subscription which amounted to more than twenty-five dollars. When her health permitted, she went to Philadelphia, where at last she got into contact with a sister in New York.<sup>11</sup>

Public interest for the improvement of life-saving services was further aroused by two terrible disasters which occurred in 1854. On April 16th of that year the ship "Powhattan," on its way from Havre to New York

with 250 German immigrants, was driven ashore on Long Beach near Peahala. Over three hundred lives were lost. There was no life-saving station nearby and nobody was saved. In fact, there were no witnesses of the calamity. There were witnesses at the second disaster of that year, when a vessel called the "New Era" with 374 German immigrants in the steerage and eleven passengers in cabins, ran aground on November 13th on the bar off Deal Beach near Long Branch. The personnel from three life-saving stations gathered, but the high seas prevented the launching of any life boats. The mates and most of the crew got off in a boat, leaving only five of the crew and the captain aboard. A line was shot from the mortar on shore, and the life-car sent across. The line broke as the car was being pulled ashore, but the persons in it were saved. They comprised the rest of the crew and the captain. The passengers had been left on the vessel without a single experienced seaman. When another line was shot to the vessel, no one was left on board who knew how to fasten it. A few passengers lashed themselves to the rigging and finally reached shore, but two hundred and forty persons were drowned in this tragedy.<sup>12</sup>

These disasters prompted citizens in the shore area to besiege the federal government for appropriations for more life-saving stations and better equipment. In December, 1854, Congress authorized the appointment of superintendents for the New Jersey and the Long Island, New York shores. A few years later it made funds available for the construction of a number of new stations in New Jersey and the hiring of twenty station keepers at \$2,000 a year. No funds were provided to pay a crew; it was expected that volunteers along the shore would help. It was not until the 1870's that definite amounts were appropriated to pay the volunteer crews. In 1878 Congress separated the Life-Saving Service from the Revenue Cutter Service. In the same year certain key stations connected with light-houses already built were manned

for active service from September 1st until May 1st of the succeeding year. The crew of six or seven to each station established themselves in residence for the eight months of the year when the danger of shipwreck was most acute. In 1886 the federal government inaugurated the policy of manning all stations with paid crews.<sup>13</sup>

By 1872 stations had been established on the average of every five miles along the Jersey shore, and by 1900 there were forty-two on the coast, at an average distance apart of three miles. They were to be found at the following locations:

Monmouth County: Sandy Hook, Spermaceti Cove, Sea Bright, Monmouth Beach, Long Branch, Deal, Shark River, Spring Lake, Squan Beach.

Ocean County: Bay Head, Mantoloking, Chadwick, Toms River, Island Beach, Cedar Creek, Forked River, Barnegat, Loveladies Island, Harvey Cedars, Ship Bottom, Long Beach, Bonds, Little Egg Harbor.

Atlantic County: Little Beach, Brigantine, South Brigantine, Atlantic City, Absecon, Great Egg Harbor.

Cape May County: Ocean City, Peck's Beach, Corson's Inlet, Sea Isle City, Townsends Inlet, Avalon, Tahams, Hereford Inlet, Holly Beach, Turtle Gut, Cold Spring, Cape May, Bay Shore.<sup>14</sup>

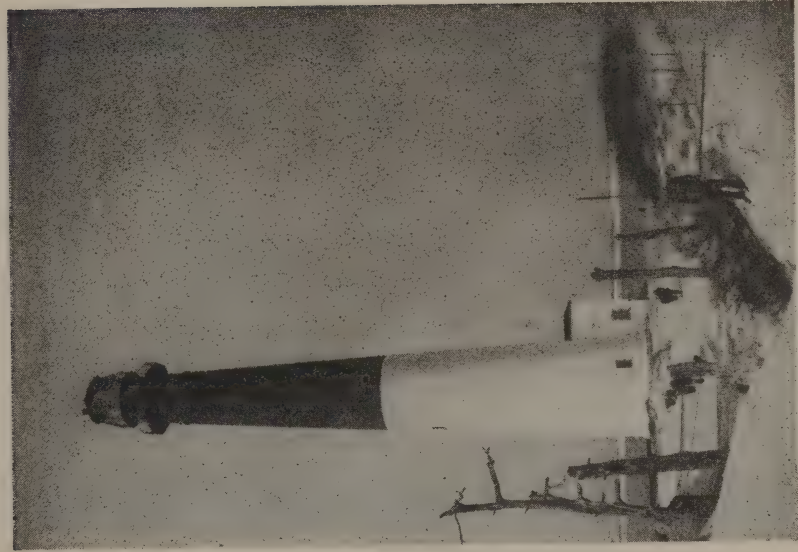
A number of improvements were made in life-saving equipment during these years. One device hailed by many life-savers was the invention of the Lyle bronze gun in 1878. It weighed only 185 pounds and could hurl a line from shore to a wrecked ship with a range of 965 yards or nearly half a mile. It superseded the Parrott gun, which had a range of only 470 yards and weighed 266 pounds. The Lyle gun discharged a projectile to which was attached a light line by means of which the crew on the wrecked vessel could haul aboard a strong hawser. The latter supported on rings the life-car or breeches buoy. This life-car, made of corrugated galvanized iron, could be pulled back and forth over the water between the wreck and the shore.<sup>15</sup>



Since wrecks occurred at any point along the coast, on many occasions the life-saving crews were obliged to travel a number of miles, sometimes by boat but usually by land, dragging the carts containing their apparatus and arriving at their destination in an exhausted condition.

In spite of this, with the increased facilities, the service saved many lives. During the year 1890, for example, it aided in sixty-two disasters on the Jersey shore. Three hundred and fourteen lives were endangered and not one person was lost. In 1901 there were eighty-two wrecks, with six vessels totally lost. Three hundred and forty-six were saved and only two people drowned. By the 20th Century it was becoming apparent that the Life-Saving Service and the Revenue Cutter Service were performing overlapping duties. The former protected life and property along the coast, while the latter did the same thing on the high seas, along with enforcing the customs laws. In 1915 Congress again combined the two organizations and created the United States Coast Guard.<sup>18</sup>

The majority of surfmen along the Jersey shore were the sons of resident fishermen. They underwent intensive training and their work required great skill and keen judgment. A crew sometimes had to stand on the beach over an hour, with hands on the gunwale and muscles strained, waiting for a proper time for the keeper to command them to launch the boat. If the words "Shove her in" were given at the wrong time, it might result in the deaths of keeper and crew. The command had to be given when the conflux of breakers and undertow for the moment had smoothed a pathway over which the launching could be effected. At the command surfmen No. 1 and No. 2 leaped into the bow and with their oars held it steadily seaward. With a mighty effort the other four surfmen and the keeper then pushed the boat off the beach. The men then vaulted over the gunwale and seized the oars, pulling out to sea, while the keeper with the



*Barnegat Light*

(Courtesy N. J. Dept. of Conserv. & Econ. Devel.)



*Cape May Light*

steering oar piloted the little craft through the breakers, gauging every approaching wave so as to ride over it. Beach patrol was another duty given the surfmen. Two from each station went on patrol in opposite directions along the beach until each met a man from the next stations north and south respectively. The surfmen exchanged checks, which were delivered to the captains of the crews as evidence that the patrol had been faithfully carried out.<sup>17</sup>

As in the previous period, the salvaging of cargoes from wrecked ships was a problem to many local authorities. One of the most entertaining tales of salvage concerns the "Francis," which caught fire and was abandoned on May 1, 1897. The Long Beach life-saving crew rescued the crew of twenty-five men from the burning vessel, which had come around Cape Horn from California laden with salmon and the finest of wines, liquors, and brandies. "Even today," declared a local history published in 1936, "old salts and ancient mariners of the island smile and involuntarily smack their lips at the mere mention of her name." Fire had broken out in the hold when the vessel was off Cape May on her way up the coast to New York. The fire was kept under control, but the captain hugged the shore in fear they might have to abandon ship. He hugged it too close and ran hard aground on the bar off Little Egg Harbor Inlet.

Before abandoning ship the crew managed to lift a fifty gallon barrel of sweet Catawba wine into the life boat. They brought this up to the Beach Haven dock and knocked in the head. The wine was subtle and all who partook of it drank deeply. Five teamsters from a schooner which had just docked with a load of ice for the Baldwin Hotel were hauling the ice to its destination when the barrel arrived on the dock. One by one, as they came for a load, they were invited to take a drink. Soon only four teams were working, then three, then two, then one, and finally work stopped completely and the ice was left to



melt in the sun. The boss teamster, wondering what had happened to his men, came bustling to the dock but he forgot troubles after he had had a few drinks. The ice had melted a great deal before it was finally stored away in the hotel ice-house.

When the ship began to break up under the pounding of the waves, cases of salmon floated ashore and were hastily gathered by those on the beach. Then casks of port, madeira, sherry, champagne, burgundy, claret, mosel and tokay began to come in, together with many barrels of brandy and liqueur. The news spread fast and soon residents from all along the island and even from the mainland were running back and forth along the beach waiting for a cask to come ashore. Many rolled their finds to places of security; others pressed wheelbarrows, wagons, or anything with wheels into use. It was said "the whole island went on a grand spree."

A large part of the cargo floated through the inlet into the bay on a strong flood tide, and boat after boat returned to the dock so weighted down as to be almost awash. It was easy to get the cases of salmon aboard the small boats, but the barrels of wine were so heavy that it took a large crew of men to get them out of the water. Several enterprising individuals hastily rigged small derricks on their garvies and with windlass or block and tackle, were able to load the barrels themselves. The salvage company paid three dollars a barrel and half a dozen crews made big hauls, totalling nearly three thousand barrels. Many were spirited away for private consumption. The station master at Beach Haven placed his in an empty freight car, which he locked carefully, feeling that it was as safe as in a bank vault. But when he came to get it out, he discovered that some thirsty townsman had bored a hole right through the bottom of the car and the barrel, too. There was not a drop of wine in the cask.<sup>18</sup>

Supplementing the work of the life-saving stations and antedating their establishment were the light-houses

on the Jersey shore. Many were constructed before 1850, the most notable of which was Highland Light. This was first erected in 1828 and was rebuilt with its famous twin towers in 1862. Located on the Navesink Highlands, it had a total elevation of 248 feet above sea level, and ex-



(Courtesy Dept. of Public Relations, Press Bureau, Atlantic City)

### *Absecon Light House*

ceeded in range all others on the Atlantic Coast. In contrast, Barnegat Light on Long Beach at Barnegat Inlet, built in 1834 and moved because of erosion in 1858, had an altitude of 165 feet. Absecon Light, built at Atlantic City in 1857, was 167 feet high. Other lighthouses were erected in the last half of the 19th Century, including

ones at Sea Girt, in 1896; Little Egg Harbor, built in 1848 and re-established in 1867; Ludlams Beach Light at Sea Isle City, in 1885; Hereford Inlet Light north of Wildwood in 1874; and Cape May Light, first erected in 1823 and rebuilt in 1859. The Sandy Hook Lightship was commissioned in 1823 and anchored six miles out in the ocean beyond Sandy Hook Light. The Scotland Lightship, located about three miles off Sandy Hook Light, was put into service in 1874 to help mariners approach New York harbor. In 1839 the Five Fathom Lightship was moored about eighteen miles south of Cape May. It was refitted in 1858. By 1900 the federal government maintained fifteen lighthouses and small beacons between Sandy Hook and Cape May.<sup>19</sup>

Throughout the 19th Century the lighthouses burned oil in their lamps; only the Highland Light had been electrified by 1900. Fish oil was used until about 1812, when sperm oil came into more general use. In the third quarter of the century, lard oil was used as an illuminant. Petroleum did not come into general use until the 1880's, although experiments on its possibilities had been made since the latter 1850's.<sup>20</sup>

Barnegat Light became an especially interesting place for shore vacationers to visit. The first tower, built on the Inlet in 1834, toppled over into the water in 1856 as the inlet entrance moved southward. The new one, finished in 1858, cost \$60,000, of which \$45,000 was spent for the tower and \$15,000 for the light. Its heavily reinforced circular walls were made of brick and were ten feet thick at the base. A heavy iron pipe extended from the base to the top platform beneath the light itself. Attached to this was a tall spiral stairway with perforated, cast-iron treads. At different levels windows were installed. The dome was sheathed with thick glass, reinforced with wire screenings, and roofed with sheet metal.

The lens of the light was seven inches thick, eight feet in diameter and fifteen feet high. It included 1,024



separate prisms made in Paris. The whole assembly weighed over five tons and was delicately balanced on heavy bronze rollers. It rotated once every four minutes. If a stiff gale was blowing, the building often shook so violently that it would nearly empty a bucket of water sitting on the floor at the light-plane. In such weather the light had to be rotated by hand, as the mechanism was rendered useless.

The light itself was a kerosene oil lamp of 16,000 candlepower, which burned 2,500 gallons of oil annually. Cylindric refractors projected beams of white light to such a distance that with proper weather conditions their visibility was restricted only by the curvature of the earth. They could be seen clearly twenty-five English miles from the deck of a vessel ten feet above the level of the sea and for thirty miles from a masthead.

During the migrations of wild water fowl the light seemed to have an irresistible attraction for certain species. Brant, geese, and ducks would crash at full flight into the glass and be found the next morning in a ring around the base of the structure. Brant seemed to lose their bearings completely in the presence of the beams and often circled the light so closely and slowly that the light-keeper could catch them in his hands from the catwalk around the top of the tower.<sup>21</sup>

In 1927 the light in the Barnegat light-house was taken out and sent to Staten Island, where it was placed on display as an interesting obsolete relic, and shortly afterwards an electric light was installed in the tower, since electricity had recently reached Barnegat City on the north end of Long Beach. Residents scorned the new light as throwing a "feeble eight-mile beam." That same year the federal government presented the State of New Jersey with the light-house and the two hundred foot square piece of ground on which it stood. There was a magnificent view from the top of the tower after visitors had climbed up the 217 steps to reach it.<sup>22</sup>

In place of the light-house, a lightship named the "Barnegat" was moored eight miles off shore from the Inlet. Anchored in thirteen fathoms of water on the north end of Five Fathom Bank, it had a fifteen thousand candlepower light sixty-five feet high, which could be seen at a distance of twelve miles. Other equipment included a radio beacon, a fog horn, and a submarine bell. The ship was manned by five officers and a crew of nine, but, remarked the local historian lugubriously, "In spite of her distance offshore her light can be seen no further at sea than the old tower light was formerly seen. And . . . it now takes 14 men to do the work formerly allotted to three men at most on shore."<sup>23</sup>

The light-houses not only served a utilitarian purpose but also added a touch of authentic color to the Jersey shore. By 1900 a visit to a nearby light-house had become an interesting diversion for many a vacationist at the shore. The light-houses were a conspicuous and picturesque feature of the ocean front. They were usually open for visitors in the summer from nine in the morning until noon, and in the winter from eleven to twelve in the morning. Absecon Light at Atlantic City probably became familiar to more people than any other light-house upon the Atlantic Coast south of the Highlands. Thousands of visitors toiled up its winding iron stairway to be rewarded at the top by a "gorgeous panorama" of land and sea.<sup>24</sup>

### 3. *The school, the church, and the country store.*

My earliest recollection of the district school began at the age of five when my father took me across the snow-covered fields pig-a-back to the one-room school house with its row of desks around the wall and a row of benches so arranged that the children's back could get warm from the red hot ten-plate stove in the center of the room. School opened at seven o'clock. . . . Funds for support were raised by taxation and the amount was determined at town meeting, usually \$2 for each child, which gave them one quarter's free schooling.

(Reminiscences of H. S. Scull of Atlantic County, who was born in 1849.)<sup>25</sup>

In the last of the 19th Century the district schools, whose beginnings were described in Chapter XI, increased in numbers and their accommodations gradually



(Courtesy Chas. E. Beck, Fair Haven)

*First Baptist Church of Red Bank in 1892*

improved, although from the point of view of modern facilities, they left much to be desired. The school day opened with prayer, and in most schools each scholar had to recite from memory every day a verse from the Bible. They were not always ready, but delinquents could always fall back on the shortest verse: John 11:35, "Jesus wept."<sup>26</sup>

During these fifty years the local governments took over a constantly increasing proportion of the cost of the district schools. In 1851 the state legislature passed



a law permitting townships to raise three dollars per scholar by taxation. Before this they were prohibited from raising more than twice the state apportionment, which was small.<sup>27</sup> By 1869 about one-half of the local governments in the state provided free primary schools.<sup>28</sup>

Conditions in the country schools during this period would seem rugged to pupils today. The boys and girls often walked several miles to school. Paper was expensive and what little was used had to be supplied by the students. In its place, a few blackboards were placed on the wall between the windows and the pupils provided themselves with individual slates. Sometimes, when an example in arithmetic was difficult and required deep thought, the slate pencil was chewed. The slate itself was frequently wiped with a small sponge kept for the purpose. More often, however, the pupil wetted his fingers and used them to make the erasures. The children were expected to procure their own books, pencils, pens and ink. Sometimes red ink was made from ripe poke-berries and blue ink from indigo.

The quill pens used by the students were usually made from locally procured material. In one school of the 1870's the master kept an old gun. When the crows grew hungry in the winter and came into the school yard to get what was thrown from the dinner baskets, either the master or one of the older boys took the gun and had a shot at the crows. If his aim was good, the quills were made into pens for the pupils.<sup>29</sup>

Many schools had long desks seating six pupils. There were six compartments, each with a hinged lid and all bearing the scars left by several generations of knife owners. The seats were backless benches, also well-carved with the initials of former occupants. A short bench just inside the door held a pail of water and above it, from a nail, hung a long-handled tin dipper for the common use. Some pupils whose parents were more particular carried their own tin cups or china mugs in their dinner baskets.

One of the most highly prized privileges was to be allowed to fill the pail from the nearest backyard pump. Two boys were detailed to visit the pump. Since it was difficult for the two to carry a pail between them without considerable splashing, so much water was wasted that it usually required two trips to the pump before a filled pail reached the school house. During the operation the trousers of both boys were likely to become soaked.

The girls were dressed in calico garments of durable material. Home made sunbonnets were worn during the warmer days and caps in winter. The boys wore high top cowhide boots well greased; the girls, stout shoes and woolen stockings. In warm weather footwear was likely to be discarded.<sup>30</sup>

Some schools had swimming holes nearby, ranging in size from meadow ditches to millponds. Bathing suits were not "de rigeur" when the boys went swimming during the summer session of the school. When the girls passed by, the boys dived. In the winter skating was often possible. At noon the contents of the tin dinner pail would be hastily eaten and the boys and girls would rush to the frozen pond for skating. The lunch hour always seemed too short on those days.<sup>31</sup>

Few precautions other than vaccination were taken against the spread of contagious and infectious diseases. The fact that one member of a family might have diphtheria, scarlet fever or measles, did not prevent other members from attending school and spreading the disease. Throughout the winter, the school room was a place of coughs and sniffles. Home remedies were relied upon for cures. It was nothing unusual for a child to appear with a strip of red flannel around his throat beneath which was a slice of salt pork. The odor of pine tar indicated that a pupil was wearing a tar-plaster to ward off a chest cold. In most corner cupboards at home stood a bottle of "No. 6 Drops" and a package of "Composition Powders." The former was a sovereign remedy

for stomach aches. In the recollections of one old-timer, "It was the distilled essence of hell-fire and when No. 6 entered the ache departed." Composition Powders were a combination of cayenne pepper and ginger, administered to cure colds and to grind out measles. "To this day," remembers this observer, "my throat burns when I think of it."<sup>32</sup>

Learning by rote was the common practice. One correspondent to a local newspaper wrote in 1882 that when he passed by the open windows of a school he saw "the teacher gazing listlessly out of the window, twisting her watch chain about her finger while the children struck up in monotonous voice, '5 times one are 5; 5 times 2 are ten-yen' " and so on, until on reaching "5 times 5 are 25, they struck the first strain of 'Yankee Doodle' and sung that patriotic tune through with rapidly accelerating vim, applying the balance of the 'five' table to the music."<sup>33</sup>

Many teachers in the 1870's gave "Reward Cards" for learning and often for promotion. The boys and girls were called to the teacher's desk at the end of the term to receive them. One popular one read:

National Bank of Merit  
Twenty Shares of Stock  
to the holder.  
God offers rewards,  
My teacher does the same.  
They both encourage me.<sup>34</sup>

Whatever passed on the road by the district school became the target for all eyes. One man who taught during the latter 19th Century recalled how his students were always on the lookout. If one discovered a sleigh coming far up the road, he whispered, "Comes a sleigh"; others took it up until the whole room had heard "sleigh." Then, as it passed, all the children hopped up to see it, like corn popping in a pan.<sup>35</sup>

The teacher got his job by applying to the different



members of the school committee. The majority of applicants had either a relative or particular friend on the school board. A description of the way jobs were given out is found in the recollections of an Absecon resident who applied for the position of teacher in a district school in 1874, when he was eighteen years old. He had no great difficulty in getting the position as no one wanted it. He made his first visit to one school board member who promised him the job if the other two on the board consented. He then went separately to each of the other two members, who gave their assent. He received forty dollars a month for a ten months contract.<sup>36</sup>

By the end of the century, the one-room district schools had reached the zenith of their influence. With the advent of the automobile and bus in the 20th Century, and with the establishment of better highway facilities, the movement toward consolidated schools began.

The village church continued to be as important in the lives of the shore county residents as in the previous period. Its activities comprised much of the social life of the villagers and those living in the surrounding countryside. In addition to the regular church services, it sponsored oyster or chicken pot-pie suppers, strawberry festivals, church fairs and sewing circles.<sup>37</sup>

The church fairs were not only money making projects, but also social gatherings. One newspaper noted in December, 1865, "The ladies of the vicinity are busily engaged in getting up Fairs for the benefit of different churches. The first will come on Thursday and continue for the remainder of the week, for the benefit of the Presbyterian Church. One is to follow shortly for the benefit of the Baptist Church." A later issue of the same paper declared the Presbyterian Fair was highly successful, with receipts amounting to \$600, "enough to defray the cost of interior improvements to the church." A still later issue announced that the receipts from the Baptist Fair were \$800.<sup>38</sup>

Sewing circles were another means of social intercourse and also of money-raising. An 1852 account of an Episcopal Sewing Circle in one locality, in describing their sale in "Lyceum Hall," which was "decorated with flags and evergreens," declared "Our citizens, old and young, crowded the saloon, enjoying the delicacies and spending their money with hearty good will. . . . The proceeds of the sale reached the most sanguine expectations of all concerned." The ladies were working to raise money to build "a handsome iron fence" in front of the Episcopal Church.<sup>39</sup>

Another feature of church life in this period was the expansion of the Sunday school. The movement had begun early in the century. One citizen recalled a Sunday school in 1819, which was held between the morning and afternoon services. Fifty minutes were taken up with hearing the children recite such portions of the Bible as they had committed to memory during the previous week. They were heard separately. There were from ten to twenty-four in the class. Six year old Mary recited 556 verses the summer of 1819 and received as a reward fifty-six pages of tracts. Eighteen pupils in one class memorized 7,702 verses of the Bible, and the girl who got first prize was credited with 1,517 verses.<sup>40</sup> An entry in one of the Time Books of the iron company at Weymouth, in Atlantic County, read "On April 8, 1821, Sunday School began with forty-six scholars."<sup>41</sup> A Methodist organization in one South Jersey locality, formed with eleven members in 1823, increased to over 120 by 1857 and by 1896 had 290 members enrolled.<sup>42</sup>

In the period following 1850 Sunday school attendance grew. One enticement that influenced many a child to join and attend regularly was the promise of being included in the annual Sunday school picnic, which was a gala affair. An item in one local paper, for instance, on June 16, 1852, told how the teachers and pupils of the Methodist Church made an excursion to a nearby grove

and "spent the day in innocent pleasures." It then added, "The procession numbered nearly 100 carriages which were decorated with flowers and presented a gay and happy appearance. We understand that nearly 1,000 persons visited the ground."<sup>43</sup>

The picnics were held in some not too distant grove. When the procession of carriages reached the spot the horses were unharnessed and hitched in the shade. Some of the men put up swings, others strolled about the grounds. The women got the "good things" ready for the tables. After dinner there was often music and addresses, followed by games and contests of various kinds.<sup>44</sup> At one Baptist Sunday school excursion, in 1854, in which 350 persons participated, "two dialogues were spoken by the boys: one on the evils of using tobacco and the other on the evils of Intemperance," following which the group "engaged in various sports."<sup>45</sup>

One indispensable appurtenance to the church building was the horse-shed in the rear. Many a present-day reader will recall playing games in the horse-sheds or climbing among their rafters. One South Jersey resident, in recalling the 1870's, declared the horse-sheds to be "one of the most desirable adjuncts to the church property." The only transportation to or from church for those who lived too far to walk was by horse and wagon. To protect them from the sun, rain and wind, there were long rows of sheds, open on one side and divided into stalls by the framework of the shed. Each stall was owned by or leased to some regular attendant of the church.<sup>46</sup>

The observance of the Sabbath continued to be strict during the last half of the 19th Century. Not only was church attendance obligatory for anyone who wished to be held in esteem by the community, but there was a general cessation of any kind of work. Even carriage riding for pleasure was indulged in only by a limited number. Newspapers were not available. There was a general quietness that was restful. Many stores not only closed



and locked their doors, but covered the doors and windows with shutters. Stores that did not have shutters had shades which were drawn down on the Sabbath day. There was no display of merchandise to distract the mind of the worshippers on their way to church.<sup>47</sup>



(Courtesy Monmouth County Hist. Assoc.)

*Young Men's Bible Class, Freehold Baptist Church, 1897*

As outside interests increased in the last quarter of the 19th Century, the problem of proper Sabbath observance mounted, particularly after the railroad came into the region. One leading Atlantic County Presbyterian declared in 1894 that although the construction of the railroad had brought some wonderful results, it brought evil influences with its Sunday trains.<sup>48</sup>

In the early 1870's the ministers of the West New Jersey Baptist Association, the Presbytery of West Jersey, and the New Jersey Methodist Episcopal Conference combined in an effort to "relieve the railroad employees of Sunday labor." Petitions were circulated asking the Post Office officials to discontinue the Sunday mail, and correspondence was opened with Senator Frelinghuisen

in Washington. The three groups formed the South Jersey Joint Sabbath Committee and sent to the capital a delegation composed of one from each denomination, which presented to the Post Office Department petitions containing 4,000 signatures. The Postmaster General, duly impressed, felt compelled to promise that the Sunday mail contract for the New Jersey Railroad from Camden to Atlantic City would not be renewed. But before the contract expired, a "pliable Legislature" passed a bill which stated that it should be lawful for any railroad in the State to run one passenger train over its road on Sunday for the accommodation of the citizens of the State. But the one train could be run in sections, with the result that there were several Sunday trains. The Joint Sabbath Committee thereupon petitioned the Legislature to repeal the law. In 1876 a bill was introduced to restrict Sunday excursion trains to one section and to forbid the sale of tickets for these at a lower rate than on other days. The bill did not pass, to the relief of the shore hotel owners and restaurant managers.

The Joint Sabbath Observance Committee had better success with the iron masters and glass makers in the region. Sunday rest was secured at Weymouth Furnace, where the men had always worked on Sundays while the furnace was in blast. When the owner learned that the fire could be kept low and then reopened, he gave orders to bed the fire down from Saturday until Monday. At a later period, one of the old workingmen said, "What beats me is that when we worked six days in the week, we made more iron than when we worked seven days." When the Hon. William Moore, who had been manager of the works, was asked if this was the fact, he replied "Yes, we made more iron and we made better iron."

Inroads against Sunday work at the glass factories were also made by the Joint Sabbath Committee. It was explained in their report that continuous labor on Sundays had prevailed in the glass works in Atlantic and adjacent

counties upon the plea that it was a work of necessity. One glass factory owner was so impressed by "Dr. Edwards' Sabbath Manual" that he proposed at the annual meeting of the proprietors to suspend Sunday blowing the next season. When he returned home and told his blowers of the decision, they asked "Why cannot we stop now?", and started their day of rest that very week.<sup>49</sup>

All the denominations in the shore counties grew a great deal during the last half of the century. Thanks to their great development in the previous fifty years, the Methodists were the largest. This was particularly true in the three counties south of Monmouth County. In the Census of 1850, Atlantic County reported 16 Methodist churches; Ocean County, 11; and Cape May, 10. By 1890 there were 22 in Atlantic; 28 in Ocean, and 22 in Cape May. The number of members in 1890 was 2,224 in Atlantic County, 2,376 in Ocean, and 2,468 in Cape May.<sup>50</sup> When the Census Bureau took a survey of Religious Bodies in 1906, the number of Methodists in Atlantic County was reported as 3,708; in Ocean County as 3,439; and in Cape May County as 2,814. Next in order for the Protestant denominations, were the Baptists, the Presbyterians, and the Episcopalians.<sup>51</sup>

Camp meetings and revivals still drew new converts to the Methodist fold, although in proportionately fewer numbers than earlier. A number of Atlantic and Cape May County Methodists attended the "first National Camp Meeting in the annals of Methodism," at Vineland, on July 17-26, 1867. Many conversions took place during this meeting. One, described in a contemporary account, told how one woman's "unconverted husband," who wanted to leave early, was asked by one of the ministers if he would not allow his wife to remain just ten minutes to seek grace. The man consented, and stood outside the circle with his hat on. After ten minutes the minister asked the husband if he would not stay fifteen minutes more "to allow the people of God to pray for his conver-



sion." Again the husband consented. The minister took out his watch and announced the moments as they flew. One after another went to the husband and entreated him to uncover his head and kneel down. Eventually, "as prayer took hold on God with great energy," the man took his hat off. Then after another prayer, he sat down, and then kneeled. Soon he was "crying earnestly to God for his salvation." The minister announced "12 minutes gone" and the man arose converted, saying "I feel I have been a great sinner. . . . Now I must leave but please all pray for me."<sup>52</sup>

The growth of Ocean City and of Ocean Grove as camp meeting resorts has been discussed in Chapter XIX. Others developed in the hinterland during this period, such as Pitman Grove in 1870 and Malaga Camp Meeting in 1873. The Seaville Camp Meeting was organized in Cape May County in 1875, and great crowds flocked there in the 1880's and 1890's. But toward the end of the '90's interest in the camp meetings began to wane. The new seashore towns with their numerous attractions were beginning to take the young people away from such religious gatherings.<sup>53</sup>

Despite the increase in the number of Methodists, the largest growth of any religious group during this period was that of the Roman Catholics. Before 1850 congregations of this denomination were scattered and few in number. One of the earliest in the shore area was established in 1833 at Pleasant Mills, in Atlantic County, where many of the mill workers there as well as at nearby Batsto, belonged to that faith. By 1848 services were being held in Cape May, and in 1866 a church was built at Egg Harbor City.<sup>54</sup> Although there were few Catholics on Absecon Island, a Catholic church was built in Atlantic City in 1856. More Catholics came with the growth of the city, and they asked for a resident pastor, with the result that the Church of St. Monica was erected in 1887 on California and Atlantic Avenues.<sup>55</sup>

The extent of the growth of the Catholic Church in this period can be seen in the following statistics. In 1850 only one Catholic church was listed in Atlantic County, one in Cape May and none in Ocean County.<sup>56</sup> Fifty-five years later 7,153 communicants were reported in Atlantic County, 840 in Ocean, and 341 in Cape May County.<sup>57</sup> But it was during the first fifty years of the 20th Century that the Catholic church made its greatest gains in the shore area.

The country store of the latter half of the century continued to be the same indispensable institution it was during the first half. Its lay-out was about the same everywhere. One side was devoted to groceries; the other to dry goods and notions. In the rear were the molasses and pork barrels and tubs of butter and lard. The center of the room was reserved for the big wood-burning stove in its box of sand. A store at Port Elizabeth, in Cumberland County, which was visited by many customers from Cape May County, was recalled as having the carved counters, the high desk, the little safe, the storeroom above with forgotten account books, full of records of buying and selling and wood-cutting, which were typical of all stores in the area.<sup>58</sup>

This same store was mentioned in the journal of a Cape May citizen in 1852. When he was fifteen years old he left his father's home at Willets Point to work at Joshua Brick's store at Port Elizabeth. He recalled that his mother wept bitterly at his departure, and so did he. He took passage on the stage that ran once a week from Beesley's Point to Philadelphia and arrived at Port Elizabeth in the afternoon. He remembered that one of Mr. Brick's daughters, who afterward became his wife, laughed at his appearance. He was dressed in his linsey-woolsey jacket and trousers, and had on a second-hand felt hat, the first he had ever worn, "antiquated enough in its shape and style for a man of 30." Even in 1852 Mr. Brick was doing a large business in his store, handling

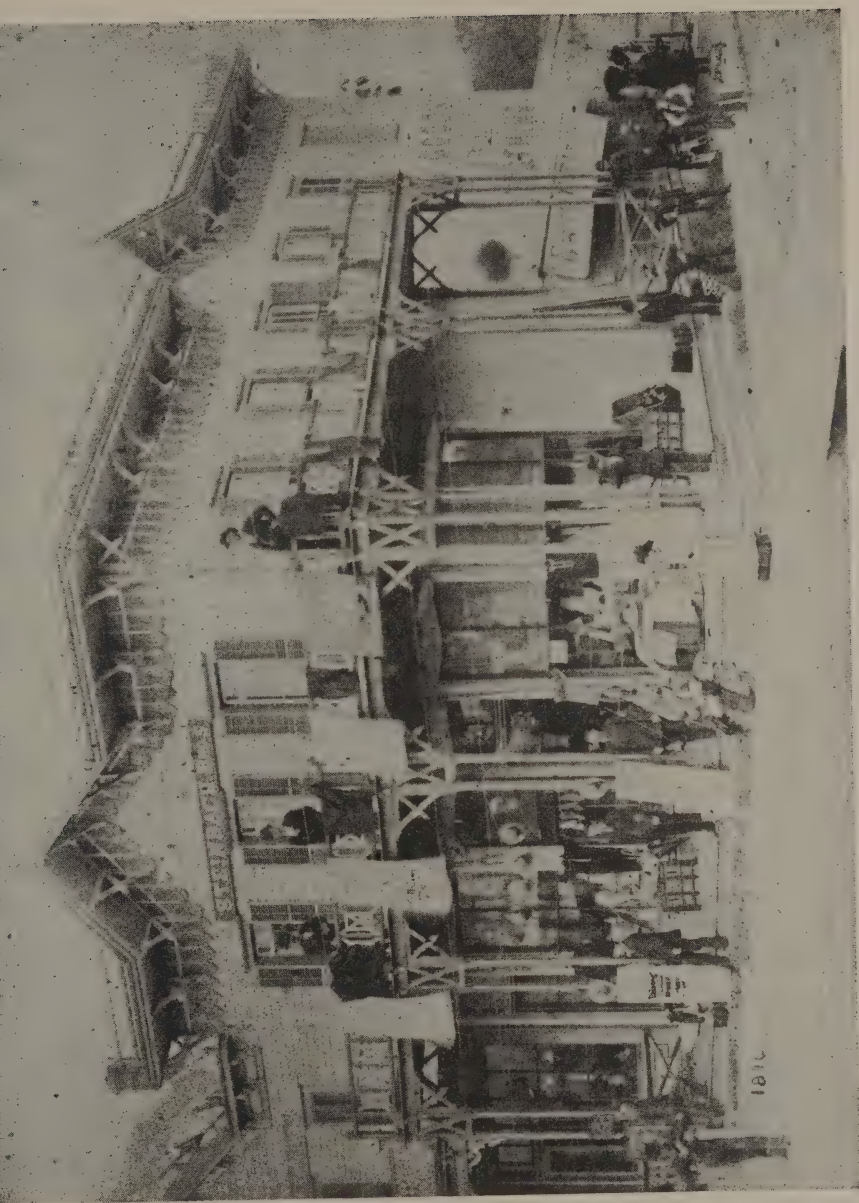
about \$20,000 worth of merchandise annually.<sup>59</sup>

The country store carried a varied inventory, as in the previous period. According to a description of one in 1868 the shelves displayed, in addition to groceries, a line of cassimeres and suitings for men's and boys' clothing, with all grades from fine double width cloth at \$4.50 a yard down to the humble Kentucky jean at twenty cents a yard. The assortment of ladies' dress materials included cashmere, alpaca, poplin, piqué, plain muslin lawn, silks, gingham and calico. The store also had eighty hoops for ladies' skirts in stock, and two hundred boxes of paper collars for men, but only four dozen linen collars. A large stock was available of "linen bosoms," which were sold for use on home-made men's shirts. The farmers brought products to the store, to be "traded in." For butter they received credit of from 12 to 25 cents a pound; rags, 4 to 5 cents; lard, 10 to 11 cents; eggs, 12 to 20 cents a dozen; dried peaches and dried apples, \$1 a bushel; pork, 8 cents a pound and cheese 12 cents a pound.<sup>60</sup>

The storekeeper had to be a good business man to get along. Often he was also the village postmaster. It was said about one Atlantic County storekeeper that he sold a postage stamp as willingly as a pound of sugar or a gallon of New Orleans molasses. "He counted the eggs from your basket and probably allowed you a cent apiece for them, payable in salt pork or chicken feed, while to sell material for a calico dress, he would patiently take down every piece in the stock."<sup>61</sup>

Some enterprising storekeepers anticipated mercantile practices of the 20th Century in devising methods to increase their turnover. A Mr. Thaddeus Van Gilder of Petersburg, near Tuckahoe, in Cape May County, in 1880 kept a large stock and always had a "leader" which he sold at absolute cost to attract trade. At that period New Orleans molasses was very popular, hard to get and high in price. Van Gilder laid in a huge hogshead of the "trickle," which he sold in five gallon lots at cost. He





(Courtesy Asbury Park Public Library)

*Steinbach Store, Lake Avenue and Main Street, Asbury Park,*

1876

asserted that women would drive twenty-five miles to buy the molasses, and after they were in the store, he was usually able to sell them ten or fifteen dollars worth of other goods at a profit. Another of his "leaders" was a head halter for horses. He bought five thousand of these at a bankrupt sale and sold them in lots of four at twenty-five cents, although they were easily worth seventy-five cents apiece. One Sunday he counted four hundred horses at the Seaville camp-meeting. He had flyers printed and at the next camp-meeting put an advertisement of his halters into each vehicle, with the result that the halters sold like "hot cakes," and a great deal of other merchandise was purchased by the people who were attracted into the store by the bargain.<sup>62</sup>

The country store was the political center of town, a clubroom, a smoking room, and a social center where all topics were discussed from horse-shoe pitching and simple gossip to national politics and cracker-barrel statesmanship. In the winter the orators and listeners sat around the big wood-burning stove. Counter tops, soap boxes, bags of corn and feed were the reserved seats. The stove stood in a box of sand about three inches deep, for the reception of peanut shells, cigar butts, obsolete cuds of chewing tobacco and stray shots of tobacco juice that sometimes missed their mark.<sup>63</sup>

The loiterers were frequently the subject of attack. One newspaper declared in 1870 that they were a grievous annoyance to the storekeepers and the customers. "They have a habit of lingering in the establishment for hours at a time. . . . They lounge on the counters; they repeat silly stories that have been told a dozen times before and still worse, they pry into matters with which they have no concern." The almost perpetual presence of idlers who "stare with a rude impudence" often embarrassed the women who went into the stores to buy.<sup>64</sup>

By the latter quarter of the century, the country stores were beginning to depend more upon goods made outside



(Courtesy Mrs. Sadie Wiseman, Asbury Park)

*Good Will Fire Company No. 1, West Asbury Park, about 1892.  
Building Removed to Prospect Avenue in 1909. Still Stands*



the area. Before 1865 boots and shoes had been made by local cobblers and stockings were almost always of wool knit at home during the long winter evenings, but by 1900 both were usually purchased at the store. During the 1860's the first kerosene lamps were available in the stores, and people thought them a great improvement over home-made candles. As the storekeepers came to depend less on home-produced and home-made articles, drummers from wholesale houses began to make regular trips through the countryside. One particularly colorful salesman was remembered as driving a "magnificent pair of four horses" in a "fine ornamented body of a wagon fitted up with apartments and drawers for his goods, with a buggy top high up on front." A couple of spotted carriage dogs accompanied him on his rounds, and as he drove up to the store, his turnout always attracted the attention of the passersby.<sup>65</sup>

The country stores did not change much until well along in the 20th Century, when competition from supermarkets and nearby city stores made some modernization necessary.

#### 4. *The influence of the Civil War and the War of 1898.*

The last carriage was filled with volunteers and the grief seemed unbearable when Freling Hewitt, son of Enoch Hewitt (of Cape May Court House) came running and put his arm around his father's neck and said "Father, I must go." His father could not speak. "Father, I must go; give me your consent." He finally did. . . . Freling ran to the office, signed his name and ran nearly half a mile to overtake the carriages headed for Millville. . . . We all turned homeward, but not to sleep. . . . The next Sunday at church, the congregation was mostly women.

(Recollection of the early 1860's, written by a Cape May County resident.)<sup>66</sup>

Despite the fact that the shore was not invaded, as it had been during the Revolutionary War, the Civil War seriously affected the lives of all shore county residents.

On April 15, 1861, shortly after Ft. Sumter was fired upon, Lincoln called for troops. New Jersey's quota was 3,123 men, and more than 10,000 men sprang forward to offer their services. Volunteers were easily procured in the early months of the war. In fifteen days four New



(Courtesy Jos. W. Child, Wanamassa)

*Broad Street, Red Bank, 1861*

Jersey regiments were ready. The state authorities feared trouble in the southern counties, especially in Cape May, because of the close social and economic relations between that area and the South. In addition, Philadelphia was exposed to a possible raid from the sea. As a means of protection Governor Olden directed that the defunct tele-

graph line to Cape May be put into working order. He also ordered preparations for the organization of a maritime guard along the coast. Fort Delaware, up the Bay from Cape May, near Salem, was regarrisoned and rehabilitated.<sup>67</sup>

At first everyone thought the war would be short and the men would soon be home, but as it dragged on, and increasing numbers of men left their homes, the partings became more and more heartrending. In describing the departure of recruits, a local paper expressed the emotions of people all over the country when it stated: "The feeling evinced was intense, mothers were there to say farewell to sons; children were there to bid good-bye to fathers; wives were there to speak parting words to husbands; sisters were there to part with brothers, while many a maiden's heart throbbed with deep emotion as hands were clasped and parting words uttered."<sup>68</sup>

When the demand for troops increased, the federal authorities resorted to military conscription. Special efforts were made in many towns in the Jersey coast area to avoid this by giving inducements for men to enlist, since each volunteer going from the locality made one man less for the draft quota. Some townships held special meetings "to devise a means to secure . . . without drafting . . . the quota of . . . men," as it was worded in a broadside published in one locality in 1862. The following week the Township Committee resolved to give a bounty of fifty dollars to each volunteer and announcement was made that meetings would be held in various parts of the township, which the public was "earnestly invited to attend." Later in the war, in the face of a still larger quota, another public meeting was called to protest the new demands, and to provide further moneys for higher bounties.<sup>69</sup>

The shore counties also offered bounties to encourage volunteers to enlist. Cape May County gave \$300 to those who enlisted, and in 1863 its Freeholders applied this to



colored as well as to white persons. At the close of the conflict the war debt of the county amounted to \$20,000, which was reduced after the war at the rate of about \$3,500 a year until it was extinguished.<sup>70</sup>

Cape May County's resort business was adversely affected by the War, as has already been explained. In 1862 the line of steamers which had been coming to "Cape Island" daily during the bathing season was chartered by the government for war use. This was a year before the first railroad reached the Island, and there was no other way of reaching the resort except by a wagon ride of thirty to forty miles through the sand.<sup>71</sup> The war had an unfavorable influence on the farmers of the area, since they depended on the nearby resorts for markets. Many of the wealthier patrons of Cape May were Southerners, and there were fewer visitors from Philadelphia and other northern cities. Everyone's thoughts were all for the men in the field, the fate of the Union, and the care of the soldiers' families.<sup>72</sup>

One episode which thoroughly stirred the southern part of the Jersey shore was the case of Henry Sawyer, who had settled in Cape May in 1848 and had volunteered in 1861. In 1863, when he had become a Captain, he was captured by the Confederates and incarcerated in Libby Prison in Richmond. On July 6th he was informed that he was one of two Union officers chosen by lot to be shot on July 14th in retaliation for the execution of two Confederate officers who had been taken by the northern troops while they were engaged in recruiting within the federal lines.

That evening Sawyer wrote to his wife telling her what had happened and ending, "I cannot think of dying without seeing you and the children." He said that he had been assured by the Secretary of War of the Confederacy that his wife and children could visit him before he was executed. He was directed to advise them that they were to proceed to Washington, from there to Fortress

Monroe, and thence into the Confederate lines by flag of truce.

Mrs. Sawyer hastened to Washington and laid the message she had received before Lincoln, who procured for her a safe-conduct pass which enabled her to visit her husband. The President immediately ordered into close confinement two Confederate officers, a son of General Robert E. Lee and a son of General Winder, the commandant at Libby Prison, who were then prisoners in the hands of federal authorities, and directed General Benjamin Butler to notify the Confederate government that these men would be executed immediately upon receipt of information of the death of Sawyer and his companion. The executions were postponed and in 1865 both were freed.<sup>73</sup>

In Ocean County the war took one man in four away. The County Freeholders appropriated \$2,000 in 1861 alone to help support needy families of men in the army. The "baymen and watermen" of the county were particularly valuable to the navy. Some who enlisted in the army were transferred to the navy because skilled seamen were in such demand. Many Ocean County mariners were familiar with the inlets and sounds of Virginia and North Carolina and were able to navigate these waters for blockading and for bringing in supplies.

The war brought prosperity to the ship owners and vessel masters of the county, for the government paid well for carrying freight. One trip would sometimes pay for a ship. A new crop of wealthy men arose along the shore to take the place of the ironmasters who had disappeared twenty years before, and the pine wood operators who had flourished in the two decades before the war. The value of schooner bottoms trebled and quadrupled, and not enough men could be found to build the vessels needed.<sup>74</sup>

In Monmouth County the war fever reached such a height at the beginning of the war that the editor of the

*Monmouth Herald and Inquirer* felt constrained to write this recipe for curing it: "Take 7 grains of common sense,  $\frac{1}{2}$  pound of Christian religion; 8 ounces of critical calculation, 2 tablespoonfulls of pulverized philosophy and 11 grains of pure morality—place the whole in an iron saucepan of firm resolution. . . . The patient must be put to bed in the chamber of reflection. . . . A free circulation of the air of eternity . . . will dissipate the last wild throb of war fever."<sup>75</sup>

Every village in the county was affected by the war-time departures and interest in the events of the war mounted as more and more sons left for the conflict. In the small village of Manasquan, for instance, which sent fifteen men to the war, only one newspaper was received at this time. As soon as it arrived it was read aloud in the post-office or store to the assembled citizenry, who listened carefully for mention in the casualty list of the names of friends or relatives.<sup>76</sup>

Troops from this county performed a variety of services during the conflict. Three-month volunteers guarded the railroad tracks and telegraph connections between Washington and Annapolis. Monmouth County men participated in the battles of Fredericksburg and Chancellorsville, and in numerous small skirmishes. The area also sent men who took part in various sea-going expeditions. A special type of skiff, which had been constructed in the winter of 1859 by Walter Seaman of Long Branch, was taken on the naval expedition that attacked New Orleans. Selected men from the shore area of the county had been persuaded to go into service to man the skiffs. The boats were used to land soldiers and were forerunners of some of the landing craft used in World War II. The Seaman boats, unlike keel boats, skidded out on the beach in an upright position and deposited their men dry footed and ready for action. Keel boats often capsized in such operations. The skiffs were therefore in demand and a number were constructed, many of them



at Sea Bright, which led to their being known as "Sea Bright Skiffs."<sup>77</sup>

The assassination of Lincoln was a shock for everyone along the shore. One citizen born in Cape May County recalled in his memoirs that there was great enthusiasm during the week before Good Friday, 1865, over the end of the war. Processions were held and homes were gaily decorated. He remembered the deep grief of his parents when they heard the news of Lincoln's death on the morning of Saturday, April 14th. Special trains were run from the southern part of New Jersey to Philadelphia on Sunday, April 23rd, when Lincoln's body lay in state in Independence Hall.<sup>78</sup>

Not long after the end of the war chapters of the Grand Army of the Republic were formed in the shore counties and its political power increased throughout the century.<sup>79</sup> It was a veteran's group which held the first organized convention at Atlantic City, when in the latter part of 1865 the resort entertained the reunion of a group of Maryland Regiment men.<sup>80</sup> The post-war let-down was shown in the more moderate expressions of patriotic feelings on national holidays. Three years after the end of the war, one local paper lamented the apathy at a Fourth of July celebration that year, declaring it had failed "to excite the manifestations" of earlier years, when the orator of the day grew enthusiastic over "the majesty of the American Eagle and . . . the crowd hurrahed and wondered who could soar the highest, the American Eagle or the speaker."<sup>81</sup>

The Spanish-American War did not touch the shore counties very deeply. The counties had no need to send volunteers as the state used only National Guard troops in filling its quota of men. There were flurries in Cape May County and on the Delaware. After war was declared in 1898, a volunteer company was formed at Cape May. Fear was expressed by prospective visitors to the shore that Spanish war vessels might ravage the coast

and shell the resorts. All kinds of rumors were afloat. The federal government placed mines in Delaware Bay, commissioned light cruisers to patrol the coast, and established special signal stations to report the approach of any enemy ships. It was soon found, however, that these precautions were needless and the stations were discontinued by July, 1898. Confidence was restored as the summer season advanced.<sup>82</sup>

A number of Ocean County men took part in the war, especially in naval duty. More than forty young men whose summer homes were at the resort of Bay Head saw service in Cuba with the Rough Riders and later in Puerto Rico as members of Battery A of Philadelphia.<sup>83</sup> Wartime activities were often more in evidence in Monmouth County. The State National Guard Camp at Sea Girt acted as mobilization center for the three National Guard regiments from different parts of the state. None of the regiments saw actual warfare, however. One was alerted for duty in Puerto Rico but the close of hostilities came before its departure. One regiment that reached Florida was subject to the prevalent fever and malaria and many of its members died. Two battalions of one regiment were sent to guard Fort Hancock on Sandy Hook, for it was feared that a Spanish fleet would make a try at New York City. A detachment of artillery of the Regular Army was in charge of the heavy ordnance at Fort Hancock and the National Guard units were sent to reinforce them. Many of these battalions were from coast towns, and included men from Keyport, Long Branch, Bradley Beach, and Asbury Park. Men in the Naval Reserve from the shore areas participated in the defeat of Cervera's fleet off Santiago de Cuba.<sup>84</sup>





## CHAPTER XXI

### NEW HOMES IN THE HINTERLAND

Now the Camden and Atlantic Railroad is as necessary to the wants of the people as any of the great rivers of our land. Along this railroad, the land is being occupied in places reaching for miles back on either side and used for agricultural purposes and near the railroad, villages have sprung up where artisans find healthy homes and profitable employment.

(Description of the influence of the railroad, 1880.)<sup>1</sup>

The construction of the railroad was not only the prime factor in the establishment and growth of the shore resorts, but it was also the immediate cause for the beginning of many new settlements in the area behind the shore, especially in the three southern counties. In Monmouth County the spread of the railroad net furthered the development of many villages, most of which were already established.

The new facility brought unfortunate as well as good developments, among them real-estate promotions in areas which should never have been occupied, the most scandalous one of which was Paisley in the pine barrens of Burlington County. A discussion of these will be considered in the following chapter. Most of the new settlements were successful, among them Egg Harbor City and Hammonton in Atlantic County, Woodbine in Cape May County, and Lakewood in Ocean County. An investigation of these and some not so fortunate comprises this chapter.

#### 1. *Developments in Atlantic County.*

Kommet, kommet, Alle, Alle,  
Die ein deutsches Sehnen dränget!  
Hier ist Raum für Hundertausand,

Hier, geliebte deutsche Brüder  
Wo die deutsche Zunge tönet,  
Wo die deutschen Sitten herrschen.

.....  
Hier im deutschen Bruderkreise,  
Findet Ihr die Heimath wieder.

(Invitation to come to Egg Harbor City, 1905)<sup>2</sup>

During the last half of the 19th Century, the interior sections of Atlantic County saw more new settlements than any of the other four shore counties. Three railroads cut through the area to reach the shore, and each provided new facilities for transportation and communication to a different section of the county. The construction of the first line to Atlantic City gave rise to Egg Harbor City and Hammonton; the building of the West Jersey extension from Newfield Junction to Atlantic City gave birth to Buena, Minotola, Mizpah, Richland, and McKee City, and aided Landisville, which was on the recently constructed New Jersey Southern Railroad. The extension of the line from Winslow Junction across western Atlantic County to Cape May offered opportunities for the emergence of Milmay, Dorothy, and Risley.

Egg Harbor City was a German settlement, as can be deduced from the opening quotation. Its name has confused many people, for not only is it not a "city;" it is not a "harbor." In fact, its name has many times been a source of wonderment. "Where is the harbor," queried General George B. McClellan when on a visit there in 1877 during his candidacy for Governor. "Why not call it 'Arbor City' . . . You have so many grape arbors and no water harbor."<sup>3</sup> The founders had had dreams of making an important seaport on the nearby Mullica River. It was even proposed to deepen the harbor and provide direct waterway connections with New York and Philadelphia. The growth of the town, however, centered eventually about the line of the railroad, seven miles southeast of the river. The Mullica River was

known at this time as the Little Egg Harbor River, and it was from this the "city" took its name.<sup>4</sup>

Various factors influenced its establishment in 1854. The opening of the Camden and Atlantic Railroad made the region accessible and on the first train that completed the journey to Absecon were a number of prominent Philadelphia Germans. The land adjacent to the railroad was mostly second growth pine from which the timber had been cut years before to make charcoal for use either at Gloucester Furnace or for outside markets. Following the decline of the bog iron ore and the charcoal industry, the land became available at a relatively low cost.<sup>5</sup> Another impelling factor was the contemporary ferment in the cities against foreigners, and particularly against the Catholic Irish and Germans. This was stirred up by the anti-Catholic, anti-immigrant "Know Nothing" or the "Native American Party." The movement was especially strong in Philadelphia a decade earlier, when it culminated in a serious riot in the Kensington section of the city.<sup>6</sup>

An association formed in December, 1854, purchased 38,000 acres from two tracts of land. The organizers then changed the name of the railroad station from Cedar Bridge to Egg Harbor City. The original plan was to lay out this land in twenty acre farms and two "cities," one at the railroad station and the other on the Mullica River. Each purchaser was entitled to become a shareholder in the Association and to own a lot 100 by 150 feet in the city limits and a farm of twenty acres.

The settlement became the object of considerable contemporary interest. The correspondent of one local newspaper visited the place in 1872 and referred to it as a German settlement of 1,700 inhabitants. He noted the "stir and vitality" there, its "people having unbounded faith that here is the city of the future." By this time much attention was being given to the cultivation of wine grapes. Another means of livelihood was provided by



the seventeen "segar" (*sic*) factories in operation that gave employment to a hundred and fifty workmen and yielded "3,500,000 segars per annum."<sup>7</sup>

It was grape culture and wine production that brought the area a particular distinction. The origin of the industry is ascribed to the German immigrants, who had an inborn love for the vineyard. The development of grape culture followed a series of experiments made in 1858, which led to the realization that the soil and climate of the region were admirably adapted to the production of a good quality of wine grapes. At first only the Isabella and Catawba grapes were raised, but later the Norton, the Ives and the Cleveland were mixed so judiciously that a red wine of the Burgundy type was produced, which the growers felt equalled in all respects the foreign wines.<sup>8</sup>

In 1862 a neighboring county newspaper declared that the Germans settled near Egg Harbor City were realizing eight hundred dollars an acre annually from their wine.<sup>9</sup> By 1872 seven hundred acres were planted to vineyards and large stone vaults were built for wine manufacture and storage.<sup>10</sup> By 1877 the vicinity boasted 615 acres in vineyards<sup>11</sup> and by 1879 the annual production of wine in the area was reported to amount to 150,000 gallons. The whole country was said to be "dotted with vineyards" and every farmer had his wine vaults.<sup>12</sup>

In the latter part of the century serious inroads were made on the industry by the spread of the grape rot, which was first found in the section in 1877.<sup>13</sup> By the middle eighties the disease, which also affected the nearby Hammonton and Vineland vineyards, had spread over the whole district. Grapevines were being dug up and the land devoted to other crops.<sup>14</sup> A number of Egg Harbor City producers had to buy grapes from New York and Ohio to make their usual quantity of wine. "The grape rot has made sad havoc in our vineyards

during the past two years," declared the secretary of the local Agricultural Society in 1887, "and we only had a half crop."<sup>15</sup> In the following decade the Bordeaux Mixture spray was developed, and this proved effective against the rot. Neglected vines were trimmed and new ones planted, so that by 1900 the industry was to a large extent restored.<sup>16</sup>

Production statistics in the federal censuses are interesting. Atlantic County, with vineyards mainly at Egg Harbor City and Hammonton, sent in no report on wine production in 1860, which was before the vineyards were established at the latter place, but 5,020 gallons were given for 1870 and for 1900, 45,207, a figure surpassed in the state only by Cumberland County, whose vineyards produced that year 47,180 gallons of wine.<sup>17</sup>

By 1900 Egg Harbor City boasted a score of small clothing factories that gave employment to about three hundred people. There were also a small paper factory and a number of small cigar factories.

The predominance of Germans in the area is shown in the names of some of the more prominent "viticulturists" at the turn of the century, such as Heil, Steigaur, Motz, Oberle, Haeberle, Fleischer, Meyer, Heinzslmann, Hoebel, Theis, Kertz, Gruner, Stroetmann, Behns, and Pracht.<sup>18</sup> The name of one Frenchman was outstanding among them, however, Mr. L. N. Renault, who had come from the champagne section of France and was an expert in the manufacture of that wine. The name of Renault continues into present times.

German influences remained predominant throughout the 19th and into the early 20th Centuries. In the latter 1850's the Association advertised for resident settlers in newspapers in Germany, as well as in Washington, Baltimore, Philadelphia, and New York papers, and there were many responses. For more than a decade following its founding, official records were kept in both German and English, and for many years all teaching and

preaching was done in German. The first book used in the elementary school was a German reader.<sup>19</sup> One citizen told the present writer that as late as 1896 teachers printed on the blackboards with German Gothic letters and all the way through the grades one hour every day was devoted to the study of the German language. With the first World War the German influence in the schools declined, but until then more than eighty per cent of the residents spoke German.<sup>20</sup>

The Germans brought with them their athletic clubs (Turnverein) and their singing societies (Sangverein), the first one of which was started at Egg Harbor City in 1857. In 1858 the first newspaper, called "Der Pilot," was established, and later in the same year another appeared, entitled "Der Beobachter" (The Observer).<sup>21</sup> In the town section all streets running from the Mullica River to the railroad were named after American cities, but in the farming areas various portions were given the names of German cities, such as Bremen, Cologne, Berlin, Frankfurt, and Darmstadt.<sup>22</sup>

By 1870 the foreign-born population of Atlantic County was largely German, with 1,124 Germans out of a total of 1,692. This included the Germans at Egg Harbor City, at Hammonton, and at Germania, a village west of Hammonton whose name was changed to Folsom following the marriage in the White House of Frances Folsom to Grover Cleveland. By 1900 the number of Germans in Atlantic County had mounted to 1,928 and they were still the largest single group of foreign-born out of a total of 6,885 for the County.<sup>23</sup>

Egg Harbor City was chartered as a city in 1858 and by 1860 it had more residents than Atlantic City, reporting 789 to Atlantic City's 687. This situation was also true a decade later, when Egg Harbor City listed 1,311 residents and Atlantic City, 1,073. After 1870 Atlantic City grew much more rapidly than the former town, and in 1900 reported 27,838 to Egg Harbor City's 1,808.<sup>24</sup>



The next settlement founded in interior Atlantic County was Hammonton, ten miles to the north of Egg Harbor City and also on the newly constructed railroad from Camden to Atlantic City. It was established in 1857-1858 by Richard J. Byrnes of Philadelphia and Charles K. Landis, who a short time later began the development of Vineland. Land was purchased and divided into town lots. Liberal terms were offered by the promoters, who embarked upon a campaign of advertising.<sup>25</sup>

In addition to the cheapness of the land, the advantages of the locality in the way of better health were stressed. In a pamphlet entitled "Hammonton, the Pine Barrens, and Their Influence on Disease," possible settlers were told of the increasing number of invalids who were coming there, since the climate was "good for people suffering from Throat, Lung, Miasmatic, Nervous, and Rheumatic Diseases." It was claimed that there was no mud season there, as elsewhere in the North, for Hammonton, in the midst of the pines, had an open porous soil and an atmosphere free from humidity.<sup>26</sup>

Hammonton was settled chiefly by New Englanders of small means, who gave it many New England characteristics, such as thrift, industry, and a desire to possess all the knowledge necessary to secure success. The newcomers specialized in all kinds of market garden crops on the small farms into which the land was divided. It was reported that the strawberry crop for 1865 had sold for over \$40,000 and that double that amount was anticipated for the next season. Some of the first berries sent to market sold for a dollar a quart. The soil was especially suitable for small fruits. There were no rocks to make plowing difficult, and it was claimed to be impossible to find land easier to cultivate after it had been cleared of tree stumps, which were mostly of pine and oak. It cost from ten to thirty dollars an acre to clear it.<sup>27</sup>

A visitor in 1866 reported that the settlement con-

tained about three thousand inhabitants. Except in the section adjacent to the railroad station, where there were a few houses in a cluster, the buildings were widely separated and the farmers were almost entirely engaged in the cultivation of small fruits.<sup>28</sup> In 1872 another reporter who stopped at Hammonton, "or more appropriately, Yankeedom, as the people are almost exclusively from New England," wrote that by that time the main thoroughfare of the village was occupied by shopmen, mechanics, a druggist, a lawyer, and a newspaper office. The dwellings were described as neat, and mostly built in cottage fashion. A few small shoe factories had recently been started and about a hundred workers were employed in them.<sup>29</sup>

Although Hammonton never experienced any rapid growth, the population increased steadily. Hammonton Township was set off from Hamilton and Mullica townships in 1866. In 1870 it reported 1,404 residents and in 1880 1,776. By 1900 this had nearly doubled, rising to 3,481. The trend continued in the 20th Century, largely because of the increase in local industries, with populations of 5,088 in 1910; 6,471 in 1920 and 7,638 in 1930.<sup>30</sup>

The northwestern portion of Atlantic County was settled along the line of the West Jersey Railroad extension from Newfield to Atlantic City. In 1867 Buena Vista Township was set off from Hamilton Township. A report to the State Board of Agriculture in 1893 shows how much the area developed in one decade. In 1883 it produced less than 1,000 bushels of strawberries and 100 barrels of sweet potatoes, while in 1893 there were shipped from the Buena station 10,000 bushels of strawberries and 20,000 barrels of sweet potatoes. People living in the vicinity were getting ten times the income from sweet potatoes and strawberries than they received when they grew rye in patches and chopped wood and made charcoal for a living.<sup>31</sup>

South and east of Buena Vista, which is commonly

called Buena (pronounced Buna) was Richland, which grew up at the intersection of the Newfield-Atlantic City railroad with the line from Camden to Cape May by way of Winslow Junction. Richland's development was the outcome of the promotional work of the Richland Improvement Company, which issued a prospectus in 1888 with the subtitle "20,000 Acres of Farming Land, Also Town Lots. . . . Secure a Home for Yourself and Your Family." Prospective buyers were glibly told "the soil is of the best natural alluvion and consists in great part of a ferruginous felspathic gravel."

Better come to Richland than go West, possible migrants were told. "The thoughtful home seeker" would benefit by the proximity of Philadelphia, thirty-nine miles to the north, "with its magnificent public buildings, churches, stores, its theatres, lectures, and celebrations." This was in "striking contrast with the deprivations of the West." In clinching the argument the blurb declared "Here we have daily mails, the railroad, the telegraph, modern improvements, good schools, etc." The price of farm land ranged from twenty to thirty dollars an acre, and town lots of fifty by one hundred and fifty feet cost from fifty to a hundred dollars, a fourth of which was to be paid in cash.<sup>32</sup>

Richland, along with Landisville, Buena, and other small villages in Buena Vista Township grew slowly but steadily. Their development is reflected in the population returns for Buena Vista Township, which nearly doubled in the last two decades of the century. The 885 residents reported in 1880 had risen to 1,646 in 1900.<sup>33</sup>

Still further southeast along the line of the Newfield-Atlantic City railroad was the small village of Mizpah in Hamilton Township, one of the smaller settlements in southern New Jersey for refugee Jews. Others included a number just west of Vineland, in the eastern end of Salem County, such as Alliance, Norma, Brotmanville, and Six Points, and across the county line in Cumber-



land County, Rosenhayn, Garton Road and Carmel. The largest one was established in Cape May County at Woodbine. Carmel, Alliance, Rosenhayn, and Woodbine were founded by Jewish philanthropists; the others were started by private land speculators. In most cases the latter bought worthless brush and swampland in some out-of-the-way location, divided it up into lots and imaginary town plots, and sent out unscrupulous agents to immigration centers at New York and Philadelphia. These harpies generally succeeded in selling a few credulous immigrants lots on the installment plan at extravagant prices.<sup>34</sup>

Mizpah was established in 1891 when a group of cloak manufacturers of New York City purchased a tract of land on the West Jersey Railroad between Buena and Mays Landing, about six miles northwest of the latter town. They bought eight thousand acres of pine and oak land and built a factory and a few small frame houses at the village site. Town lots were offered for sale at seventy-five dollars each. According to a state health report the following year, conditions in the settlement were far from satisfactory. A number of unsuspecting immigrants arrived and bought lots with the expectation of finding steady employment in the factory. Work proved to be sporadic and it was impossible for the poor victims to make an adequate living, but they could not leave because they had no money.

By 1892 there were thirty Jewish families of about one hundred people in the village, but only thirteen houses had been built. From June to September of that year the factory was shut down and the workers and their families eked out a bare existence. By the latter part of the year sixty machines were in operation at the factory and seventy people were at work under sweatshop conditions. The Board of Health reported the worst imaginable sanitary conditions, fully equalling the situation found in contemporary overcrowded tenement houses in New York.

Because of the inadequate housing four to five people slept in one room. In one instance an investigator found a shoemaker, his wife, four children and two boarders occupying but one upper room and the cellar. Many of the houses had neither water nor privies on the premises and in those that did the outhouses had never been cleaned or disinfected. Out of the eight thousand acres on the tract, not one was under cultivation at that time.<sup>35</sup>

Proselyters sought to work with the Jewish groups at Mizpah. One evangelist, Harry Jackhauser, a member of the Y. M. C. A. of New York City and a Russian Jew who had been converted to Christianity, went to Mizpah on December 20, 1892. His manuscript report described the dismal conditions in this settlement of "russian jews who are not farmers." The workers labored from seven in the morning until seven in the evening, and in the busy season sometimes until nine. Work ended at half past three on Fridays in deference to the approaching Jewish Sabbath. Wages were lower than in the city.

Mr. Jackhauser held a meeting that evening in a makeshift library, crowded with people. After he had talked for about twenty minutes, the audience began to mutter and in a few minutes there was a storm of arguments and ejaculations. There were no less than five different opinions. There were orthodox Jews, who swore at him and threatened to throw him out of the room. There were "free thinkers, anarchists, byronists and socialists, all the 'ists' except capitalists." The uproar was terrific. The meeting lasted until midnight. The writer slept on an improvised bed of chairs in a large room, with five other men on two lounges and a sofa. He paid thirty-five cents for staying overnight.<sup>36</sup> Mizpah struggled along, but never developed into a large settlement.

Another Jewish colony had been established still further south in Atlantic County in 1882, nine years before Mizpah was started. Called Estellville, it was located on the railroad line from Winslow Junction to Cape May,

near the site of the Estell glass factory. A large tract of land was bought in November of that year for the purpose of founding a colony of Russian Jews. It was expected that a hundred fifty families would arrive from New York and the men were to be placed at work cultivating sorghum for the production of sugar, which was then being made at Rio Grande in nearby Cape May County.<sup>37</sup> Five months later twenty-two houses had been erected and it was still expected that a hundred families would be settled there shortly. The Hebrew Emigrant Aid Society of New York, which was planning the enterprise, promised that each family would be given fifteen acres of land and the necessary farming implements.<sup>38</sup>

Estellville did not live up to the expectations the Society held for it. The sugar-producing project did not materialize and the settlement failed to grow. Mr. Jackhauser also included this village on his itinerary. After he left Mizpah he drove from Mays Landing to Estellville, where he found five Russian Jewish families and one Hungarian family. All complained bitterly that their lot was a hard one, the land poor, the crops bad, and there was no grain for their cattle. They said they would be glad to sell out for a third of what they paid for the land and go for good. The oldest farmer told the investigator that if his children did not send him flour from the city, he would have nothing to eat. The evangelist ended his report by recording that he left Estellville with a sad, painful heart.<sup>39</sup>

Another effort to bring settlers into this sandy area was made in 1896 when real estate promoters with larger holdings in the region issued a pamphlet entitled "Estelle and Milmay, the growing Colony of Southern New Jersey," located only five miles from the "pretty and progressive city of Vineland." The land was claimed to be "high, dry, and fertile (!), free from rocks and swamps." It was to be sold from twenty to thirty dollars an acre, with five dollars down and a dollar a week per acre for payment.



Despite the glowing words of the pamphlet, few buyers were attracted to the region.<sup>40</sup>

In the last decade of the century an abortive effort was made to re-establish the bog-iron village of Weymouth. In 1891 a real estate promotion scheme called the Industrial Land and Development Company, of New York, made plans to acquire 35,000 acres on the Great Egg Harbor River. It issued a prospectus that year in the hope of attracting capital for the development of the tract and for the construction of a brick factory. Lots were laid out and everyone who bought a share was to receive a lot. The company was then running a paper mill at Weymouth on the site of the old furnace. It was explained in the brochure that the land was near Mays Landing and that it offered possibilities for manufacturing, since coal could be brought up the Great Egg Harbor River from Mays Landing, once the water-way was improved. It was stated that there were five water power sites on the river, the one at the village of Weymouth having 350 horsepower. Despite all the blandishments nothing materialized, and Weymouth gradually became a deserted village.<sup>41</sup>

Another Atlantic County locality that passed its prime in the 19th Century was Pleasant Mills. The village was started in 1821 when a cotton mill with 3,000 spindles was built by William Lippincott, the brother-in-law of Jesse Richards who owned the iron works at nearby Batsto. The plant was called the Pleasant Mills of Sweetwater. The name Pleasant Mills struck popular fancy and was soon applied to the whole place and Sweetwater was dropped. The cotton plant was in steady operation for thirty-five years and gave employment to a large number of people. It was destroyed by fire in 1856 and in 1861 a paper mill was erected on the site, near the waterfall from the lake. Business was carried on under the name of the Nescohaque Manufacturing Company until October, 1878, when the building caught fire and its interior

was burned out. In 1880 another paper mill was built there.<sup>42</sup> Its special products found a ready market and the mill supported about twenty families. Materials were imported from England and Germany, and even from India and the Philippines. Outside competition forced the



(Courtesy N. J. Dept. of Conserv. & Econ. Devel.)

*Paper Mill at Pleasant Mills*

mill to close in 1915, after thirty-four years of continuous operation.<sup>43</sup>

2. *Cape May County.*

It seems strange that the edicts of the all-powerful Czar of Russia should be responsible for the building up of this section of Cape May . . . and that the silent woods should ring with the calls of workingmen speaking a tongue never before heard by the good people . . . of Dennis.

(Excerpt from letter of resident of Dennis published in the *Camden Telegram*, September 2, 1891.)<sup>44</sup>

The most important interior development in Cape May County in the last half of the 19th Century was the estab-

lishment of Woodbine in the northwestern portion of the county, southeast of Belleplain and on the railroad between Millville and Cape May. Woodbine, the last of the Jewish colonies to be established in South Jersey, was fifty-six miles south of Philadelphia and twenty-two south of Vineland. Its founding was subsidized from a fund set up by Baron de Hirsch, a European financier born in Munich. He had previously given money to help refugee Jews, and in the early 1880's he made another gift of ten million dollars, which was handled by the Jewish Colonization Association.<sup>45</sup> In 1889 new persecutions, both political and religious, which broke out in Russia led De Hirsch to make a further contribution of \$2,400,000 to aid Jews to come to the United States. In 1891 the American Trustees of the Association bought from John M. Moore, of Clayton, Gloucester County, a glass manufacturer, 5,300 acres in Dennis Township for \$37,500.<sup>46</sup> The tract was chosen because the land was cheap, it was near markets, and it was believed fruits and vegetables could be raised there.<sup>47</sup> The main occupation of the people living in the locality at that time was wood-chopping.<sup>48</sup> Two hundred and seventy-four acres were reserved for a townsite and two thousand acres of the land that seemed more fertile were laid out into thirty-acre farms. The soil was sandy loam, which was covered with a thick growth of scrub oak and pine.<sup>49</sup> The Trustees of the Association apparently had no idea of how much labor and money for fertilizer would be required to make this untouched and relatively infertile land productive. Furthermore, the settlers were entirely inexperienced in agriculture, as they were mainly tradesmen from Courland, South Russia, Polish Russia and Galicia.<sup>50</sup>

In August, 1891, fifty families were brought in, and the following February, six more arrived. Still more came during the spring and summer months. Each colonist was allotted thirty acres of land, a house, barn and outbuildings, one cow, twenty-five chickens, farming im-



plements and seeds, at a cost to him of \$1,200. He was given ten years to pay, and to help him get started, only the interest on the principal was required for the first three years. Every settler was to clear his own land, and was supported by the Fund while doing so, since there was no other way to get a livelihood. The sums advanced were added to the cost of the farm. Since the newcomers knew nothing about chopping down trees and pulling up tree stumps and had never done much hard physical labor, several woodchoppers from Dennisville, three and a half miles away, were employed to work with them.<sup>51</sup>

In the hope of giving the colonists a cash income the Trustees of the Fund helped to establish a clothing factory, Meyer Jonassan and Company. By the end of 1892 it employed a hundred and fifty people.<sup>52</sup> Aid from the Fund was now stopped, as it was felt that the colonists could support themselves, but only a few farms had been properly cleared and stumped. Those who had children to work in the factory during the winter had means to cover current expenses. A number of the settlers refused to renew their leases and ejection suits were begun. Charges and countercharges were hurled until finally the terms of the leases were modified, the price of the farms being reduced and the installments on the loans made smaller. By this time the Trustees of the Fund were beginning to feel that agricultural settlements on any extended scale among the Russian Jews were unwise.<sup>53</sup>

Discontent over conditions was noted in 1892 by the evangelist, Mr. Jackhauser, who went to Woodbine after he left Estellville. He stayed at the hotel, which was surrounded by half-cleared fields, and complained of the location of the backhouse, which was in the middle of a field far behind the hotel. On his visit the next day to a Jewish farmer he found conditions which proved to be typical. The farm was only partly cleared of stumps and its owner said that he was unable to send his children to school, for they had no shoes and there was no money to

buy clothing. Two workers in the cloak factory were living on the farm at which he called the following day, one a girl who received three dollars a week and the other a man who earned from six to eight dollars a week. On the third day he went to another farm where, on account of the Sabbath, there was no fire in the stove. Mr. Jackhauser reported that he could scarcely stand the cold, and the father, mother and daughter seemed half-frozen. The evangelist visited ninety houses, and in all he heard remarks and saw conditions that made him feel that these Jews were all living as though they were still back in Russia.<sup>54</sup>

Concrete evidence of the extent of the labor and expense necessary before this land could be made to produce crops was offered at the end of the first decade of the colony's existence by the Cape May County Board of Agriculture, in a report by the first mayor of Woodbine and the agricultural advisor of the settlement, H. L. Sabsovich. In 1893 Mr. Sabsovich chose a small eight and a half acre field covered with wood and brush, for his experiment. The following year the small oaks and pines were grubbed out at a cost of thirty dollars an acre, and in the fall it was plowed for the first time. In March, 1895, fifty bushels of lime to the acre were spread and harrowed in. The next month the field was cross-plowed, harrowed, cleared of roots and briers, and planted to corn. In the fall he harvested a yield of twenty bushels of shell corn to the acre, which brought him a return of sixteen dollars an acre, ten for the corn and six for the stalks. Four bags of mixed fertilizer and four of potash were then scattered over the field and in November it was plowed, more fertilizer was applied and it was harrowed twice. In the spring of 1896 forty tons of city manure were spread over it at a cost of one hundred dollars, and more chemical fertilizer was applied. In April and May five varieties of potatoes were planted and the yield was 125 bushels an acre. The potatoes sold for sixty cents a bushel and helped

to build up the field. After the potatoes were dug the land was sown to crimson clover and the next spring produced a ton and a half of clover, worth fifteen dollars. After the clover was harvested corn was planted, and in the late fall clover was again sown. This was plowed under in the spring of 1898, and sweet potatoes were put in, with more fertilizer. That winter the land was rested and in the spring of the next year it was planted with strawberries. The following spring two thousand quarts of strawberries were harvested with a net profit of two and a half cents a quart, or about fifty dollars. In 1901 the field produced strawberries and corn, with a net income of fifty-eight dollars and fifty cents. The experimenter concluded that with judicious cropping and fertilizer, and a great deal of work, the so-called barren lands of South Jersey could be reclaimed.<sup>55</sup>

Mr. Sabsovich's records are very incomplete, but most people would find it hard to agree with his conclusions. He does not include the cost of the lime, commercial fertilizer or seed that he used, to say nothing of the value of his labor, yet in ten years he spent \$341.50 on the eight acre field. There is no record of how much he received for the sweet potatoes he raised in 1898, but his income for all his other crops in the ten years amounts to only \$470.50. Without including his labor, the total profit from the field could not have exceeded \$150.00, or fifteen dollars a year. No wonder Woodbine did not succeed as an agricultural colony.

During the first decade of the existence of Woodbine a number of small factories were established, among them a machine tool company, and a lock concern. The clothing factory expanded, and by 1897 it had three hundred on its payroll, with a weekly output of 3,000 children's suits, 1,000 men's suits, and 12,000 pairs of knee pants. Twenty-five new houses were under construction this year.<sup>56</sup> In 1900, one hundred and sixty-eight people were employed in the clothing industries, forty by the lock company, and



twenty-eight by the machine tool works, and Woodbine had a population of 1,400, with one hundred and sixty Hebrew families and thirty-four Gentile families.<sup>57</sup>

In 1903 Woodbine secured borough status from the Legislature and was separated from the township of Dennis. It became at that time the only municipality in the country in which all the offices were filled by Jews.<sup>58</sup> The citizens of Woodbine wanted borough status because they had no representative on the Township Board of Assessors and they felt that taxation was disproportionate.<sup>59</sup> They also wanted to control their own school system. In 1906 a school costing \$15,000 was built and by 1912 three more were in use. The first kindergarten in the county was established there.<sup>60</sup> In order to Americanize the children, the leaders of the colony engaged American-born teachers, even though they did not know the language of their pupils. For a year or two the fact that the teachers and pupils could understand each other only imperfectly caused many difficulties, but in the end the system proved satisfactory.<sup>61</sup>

The establishment of the Russian Jewish colony affected the composition of the population of the region. According to the 1890 Census, there were only three Russian-born residents in Cape May County, while by 1900 the number had increased to 554, plus eighteen from the Russian-controlled part of Poland. The Russians were the largest group of foreign-born reported in the county; the next largest were 150 Irish, 120 Germans, and 106 Swedes.<sup>62</sup>

It was quite natural that there were frictions and minor annoyances between the natives of the area and the strange newcomers. The institution of a Russian public bath-house in Woodbine caused considerable talk in Dennis Township, but the State Board of Agriculture called it a wise innovation. The persistence of the new settlers in placing the postage stamp on the center of the reverse side of the envelope continued despite the remon-

strances of the Dennisville postal clerks. The reason for this was not understood until one of the settlers explained that the postal authorities in Russia very frequently opened and read letters passing through their hands from America. When the stamp was placed across the flap of the envelope and was postmarked, the letter could not be opened without showing unmistakable traces of tampering. In the early 1890's eight out of every ten letters received at Woodbine from Russia were unstamped, but the settlers willingly paid the ten cent charge for these.<sup>63</sup>

Another custom which caused some misunderstanding concerned the question of Sabbath observance, a matter of considerable importance to many shore residents. The State law set Sunday apart as the day of rest, but the Jewish settlers had always observed Saturday as their Sabbath. A number of storekeepers in the nearby Jewish settlements at Rosenhayn and Carmel in Cumberland County were arrested in the latter 1890's for keeping their places of business open on the first day of the week, even though they declared they had observed Saturday as their Sabbath and could not be held legally. Small fines were levied, but the prosecution fought a losing case, since for nearly a century the Seventh-Day Baptist colony at Shiloh, in the same county, had observed Saturday as their Sabbath and kept their stores open on Sunday. The Jews claimed and received the same privilege.<sup>64</sup>

In the earlier years of the community the dress of the newcomers was the object of considerable comment. While most of the settlers soon put aside their Russian costumes, some of the older men clung to their astrakhan caps and long coats with astrakhan trimmings. The hair of the young girls was cut straight across the forehead, long before bangs became popular.<sup>65</sup>

In Dennisville, the nearest village, the Woodbine settlers often were rebuffed when they attempted to make contacts with the natives. The Dennisville barber refused to cut the hair of the Woodbine colonists, even of the

young men who had lived in this country for some years and were to a large extent Americanized. He explained that if he served the Woodbine Jews, his clientele at Dennisville would boycott him. The outcome was the establishment of a barber shop in Woodbine.<sup>66</sup>

Many of the sons and grandsons of the pioneers left Woodbine and some became well known. One of the most outstanding was Dr. Jacob G. Lipman, who was born in Friedrichstadt, Russia in 1874. As a new settler in Woodbine in 1891 he learned practical farming under Mr. Sabsovich of the Agricultural School there. After he graduated in 1894 he went to Rutgers University on a scholarship. From 1913 he was Professor of Agriculture, and later its Dean of Agriculture.<sup>67</sup>

### 3. *Ocean and Monmouth County Expansion.*

A number of elderly couples, mostly of easy means, and assured social position, have come to regard Lakewood as a home during the rigorous months.

(Comment from a guidebook published in 1889.)<sup>68</sup>

A town which became famous toward the end of the century as the foremost winter resort of the country grew up in Ocean County during this period. In 1865 a real estate company was formed to develop a location then known as Bricksburg, after Joseph Brick, who was manager of the Bergen Iron Works near by. The Bergen Works were on the site of the old-time Washington Furnace. Despite the poor soil of the area, the promoters claimed the land could be made into fruit farms. The company advertised in New England and in New York State and village streets were laid out with avenues stretching from Lake Carasaljo, a telescoped word made up from the names of Brick's three daughters, Caroline, Sarah (Sally) and Josephine,<sup>69</sup> and a number of settlers arrived. Within a few years 125 buildings, three churches and a schoolhouse had been constructed. It was soon evi-



dent, however, that farming would never be successful on the sandy acres.<sup>70</sup>

In 1879 a new company was organized to make the place into a health resort, with special emphasis on its advantages during the winter. The name was changed to



(Courtesy Asbury Park Press)

*Clifton Avenue, Lakewood, in 1869*

Lakewood; gravel roads were built through the adjacent pine woods, and the lake's attractions were publicized. Since the village was situated away from the ocean and was surrounded by miles of pines, it was protected from the bleak winter winds. On an average the town was from seven to ten degrees warmer in winter than New York City. Large lots were offered for sale amidst the "fragrant pine groves" and all the advertisements made much of the point that sufferers from pulmonary ailments found the climate beneficial.

During the eighties wealthy people in search of rest and pleasant relaxation began to go to Lakewood. A guidebook published in 1889 declared that the town had become a "little winter paradise created by good taste and sound judgment, backed by the necessary capital." Boardwalks had been built throughout the village by that time, and there were many lovely drives through the pine

woods. As the winter population increased places of business began to line the main streets.<sup>71</sup>

The first large hotel was the Laurel House, which offered many diversions. In the smoking room guests played whist, the forerunner of bridge. The wide piazzas were glassed in and kept comfortably warm so as to offer a place to walk in wet weather. There were open fire-places in all the bedrooms and fire-wood was supplied with no extra charge. There was also a large hall for music and dancing.<sup>72</sup>

A number of the founders of the resort, men of wealth and influence, moved there for the winter and built luxurious homes. Prominent physicians began to send their well-to-do patients to Lakewood for a rest and for the "tonic of the pine air." For several years President Grover Cleveland went to Lakewood for brief winter rests. George W. Gould spent several hundred thousand dollars upon a winter home not far from the village which he called Georgian Court. In the 20th Century this became the first building of the college by that name. There were many other fine estates on the outskirts of the town.

There were numerous private boarding houses and gradually more hotels were constructed. In 1890 "Laurel-in-the-Pines," a brick building with rooms for 350 guests, was built and shortly afterwards another hotel, "The Lakewood," which accommodated 700 guests, was erected by a company of which Nathan Strauss of New York was President. There were two country clubs, and the climate was so mild that golf could be played during most of the winter.<sup>73</sup>

By 1892 Lakewood was of sufficient importance to be set apart as a borough from Brick Township and by 1898 it had a resident population of more than 2,000, with a winter increase of nearly 6,000. According to the Census of 1900 there were 3,094 permanent inhabitants, a figure which had doubled by 1920.<sup>74</sup>

Monmouth County differed from the other shore

counties in that it had a long-established agricultural population. As the agricultural prosperity of the county advanced many little villages became the center of trading and some industrial production and increased in population until they were large enough to become separate boroughs or towns.



*Smith Building, corner Main and Madison,  
Lakewood, about 1880*

A typical example is the village of Allentown, situated in Upper Freehold Township in the western end of the county, and the center of a well-to-do agricultural section. A small cotton factory was built there in the 1820's and in 1836 it became a factory for wood products. It was later used for a woolen-mill and still later as a gristmill, which was operated throughout the second half of the century. In 1881 a Creamery Association was formed and a three story frame creamery was erected, with new and up to date appliances. By 1885 it was handling six hundred barrels of milk a day. A tannery was established in 1839. Its buildings later covered nearly an acre of ground and by 1885 3,500 hides were being tanned annually. A carriage factory built about 1885 continued in operation until put out of business by the automobile. All these factors caused so marked a growth of the village that in 1896 it was separated from Upper Freehold Township as an



independent borough, which reported a population in 1900 of 695.<sup>75</sup>

Two other agricultural centers were Englishtown and Holmdel. The former was the principal village in Manalapan Township. A gristmill was located there but there was never any industrial development. The village separated from the township in 1888, forming itself into a borough, with a reported population in 1890 of 414 and in 1900 of 410. The farming township of Holmdel, northeast of Freehold, was separated from Raritan Township in 1857. It had a population of 1,334 in 1860 which mounted to a peak of 1,575 in 1880, but it declined to 1,479 in 1890 and to 1,190 in 1900. The only village in the township was called by the same name. In 1860 the large Van Mater gristmill east of the village was burned and not rebuilt and no industries were established during this period.<sup>76</sup>

Eatontown was another interior village which grew during the last half of the century, probably chiefly because of its proximity to the booming resort of Long Branch and the Monmouth Racing Association. The settlement grew up in the latter 17th Century around a gristmill built by Thomas Eaton. A store was opened shortly after 1800 and later a tavern was established. About 1820 a tannery was erected which was re-built in 1872. By 1834 the village had thirty dwellings. Later the old Eaton mill was enlarged and in the latter 19th Century new wheels were installed from undershot to overshot. The Eatontown Manufacturing Company was organized in 1854 to make wall paper but it was not profitable and the land was sold and the machinery taken away. In 1875 a hat factory was established. It employed about forty persons when it was destroyed by fire in 1881. A new factory built by popular subscription was rented to the same hat company and by 1885 it had 110 employees on its \$2,500 a month payroll. Its annual production at this time was 15,000 dozen hats valued at \$140,000.<sup>77</sup>

Eatontown was established as a Township in 1873, when it was created from parts of Shrewsbury and Ocean Townships. Its population mounted from 2,642 in 1880 to 2,953 in 1890, and to 3,021 in 1900.<sup>78</sup>

The village of Freehold was a trading center for a considerable part of the county. It separated from Freehold Township in 1869, and its population increased slowly, with 2,482 reported in 1880, 2,932 in 1890, and a gain of only two in the next ten years.<sup>79</sup>

Atlantic Highlands, on Raritan Bay, once a part of Middletown Township, was separated from it in 1891. It was established as a camp meeting location in 1880 and later several hotels were erected there. After the organization of the Navesink Port Company in 1879 a wharf was built into the bay and the area became a summer resort. It reported populations of 945 in 1890 and 1,383 in 1900.<sup>80</sup>

Four new townships which were not primarily summer resorts were created in the county. In Raritan Township the village of Keyport was set aside as a town in 1870. Its population increased from 2,366 in 1870 to 3,411 in 1890 and remained stationary in the next ten years, reporting only 3,413 in 1900.<sup>81</sup> Its activities as a ship-building center have already been mentioned. It also served as a port for shipments from Monmouth County to New York.

Matawan Township in the northwestern corner of the county was set apart from Freehold Township in 1848 and in 1895 the village of Matawan was separated from the township of that name and organized as a borough with a population of 1,491 in 1890 and 1,511 in 1900, while the population of Matawan Township dropped from 1,692 in 1890 to 1,310 in 1900. Matawan's early economic activity was largely dependent upon its being one of the shipping points from Monmouth County to New York. The Middletown Point Navigation Company was organized in 1837, but the rival Keyport later absorbed the business of the Middletown Landing.<sup>82</sup>

Red Bank, the most important non-resort center in Monmouth County, was set apart as a town from Shrewsbury Township in 1870, with a population that year of 2,096; this doubled in the following twenty years, rising to 4,145 in 1890. By 1900 it had increased to 5,428.<sup>83</sup> By 1850 Red Bank was well-known for its ship-building yards and was also a point of shipment for much Monmouth County produce. Its growth was aided by a number of favorable conditions: its location at the head of navigation on the Navesink River, its situation in the midst of good agricultural country, its railway facilities, and its growing industries.<sup>84</sup>

In 1884 village industry was strengthened by the establishment of a clothing factory, the Sigmund Eisner plant, which later had other branches in Monmouth County at Keansburg and at Freehold. They specialized in uniforms and received large contracts from the government during the Spanish-American War. Other types of uniforms were made there, among them many for the army and navy and for municipal police. The plant made the first uniforms for the Boy Scouts of America and continued to do so in the 20th Century.<sup>85</sup>

In 1900 Red Bank was the largest industrial town in the county. It had two newspapers, four banks, boat building yards, machine and metal working shops, a large patent tubular boiler factory, carriage and wagon factories, saw and planing mills, granite and marble works and fruit and vegetable canneries. Many people along the river shore were engaged in oyster planting and in fishing. At this time Red Bank was connected with New York by a line of steamboats as well as railroad facilities. Its population in 1900 was 5,428.<sup>86</sup>





## CHAPTER XXII

### PINE LAND AND CEDAR SWAMP

The Pines are the wildest portion of the State. Except for the settlements along the railroad, the forest is broken only by a few lonely roads,—old-time stage routes and lumber tracks, . . . (and) by narrow, swift, resinous-colored streams flowing silently through the colonnades of pines or the gloomy labyrinths of cedar swamps, toward the system of bays to the east.

(Excerpt from guidebook published in 1889.)<sup>1</sup>

The establishment of the railroad network brought new influences to bear on the pine and cedar swamp sections of the four shore counties and of southern Burlington County. Here within fifty miles of New York and thirty of Philadelphia were the famous barrens, sandy land covered with scrubby vegetation, interspersed with swamp, and infested by mosquitoes. This land had been left uncleared so long as more productive acreage was available to the west. The wagon roads that led across this sandy area at infrequent intervals and the ill-defined trails that branched off to former charcoal clearings had gradually fallen into disuse with the building of the railroads and the gradual abandonment of the iron forges.<sup>2</sup>

The pine lands in the coastal plain of New Jersey covered one and two-thirds million acres of generally sub-marginal land and occupied almost one-third of the whole state. They became in these years one of the largest problem areas in the whole Northeast of the country when viewed in terms of the low standards of living, the confusion of ownership claims and the complexity of the remedial measures involved.<sup>3</sup>

A consideration of the situation in the pine barrens during the last five decades of the 19th Century, including the threat of forest fires and the problem of the "Pineys," an analysis of some of the ill-fated land schemes

in the pines, and a discussion of cedar lumbering and "mining," constitute the topics for study in this chapter.

### I. *The Pines.*

From Manchester (Lakehurst) southward to the Mullica River is one of the . . . most desolate portions of the State. If we except the clearings on the shore road and along the marl border, not more than two per cent of the area is under cultivation. . . . An unbelievable silence prevails. The sighing of the wind through the pines oppresses, while the crowing of a cock or the barking of a dog indicates approach to a clearing and human habitation.

(Comment by State Geologist, 1885.)<sup>4</sup>

Following the decline of the bog iron ore establishments and the retrenchment of the glass-making industry, and before the penetration of the Pines by automobile highways to the shore, the region was infrequently entered by outsiders. "Here and there are narrow roads," observed the commentator quoted above, "barely wide enough for a single vehicle to pass clear of the trees. . . . They are the relics of a time when the manufacture of iron from bog ore found in the swamps was an important industry of the region. Here and there one comes upon abandoned forge sites, or still more suggestive, abandoned villages, the relics of unsuccessful glass manufacture in the wilderness."<sup>5</sup> It was not until well along in the 20th Century that the coming of a new means of transportation opened up the Pines when automobile highways to the shore were cut through the area.

Various authorities differed on the exact extent of the pine area, whose existence modified profoundly the settlement, degree of civilization and industry of the region. One writer limited it to the section between Manchester (Lakehurst) and the Mullica River. Another included all of Ocean County, Atlantic County, and Cape May County, all but one tier of townships along the Delaware of Burlington County, and the southeastern town-



ships of Camden, Gloucester, Salem, and Cumberland Counties.<sup>6</sup> Still another included in the so-called "pine barrens," much of the State south and east of a line from Sea Bright in Monmouth County to Glassboro and thence through Bridgeton to Delaware Bay, excepting a certain amount of farm land west of the Maurice River.<sup>7</sup>

All authorities agreed, however, that in this portion of the coastal plain was found the least productive of the soils of New Jersey. The so-called Lakewood sand soil area, which included most of Ocean County and much of the poorer sections of Burlington and Atlantic counties, consisted of white, loose, clean sand underlain at depths ranging from six to twenty inches by orange-colored sand which often extended down thirty-six inches or more. Drainage was usually excessive, and the forest growth of pitch pine and scrub oaks was small and scattered, with an undergrowth of huckleberry and other shrubs. In most places there was a thick bushy growth with but few trees of any size.<sup>8</sup>

The agricultural value of this soil was low and little of it could be cultivated, a condition which Walt Whitman commented on when he travelled through a part of the barrens on a railroad trip in 1879 from Camden to Atlantic City. In describing the pines he observed, "The soil now becomes sandy and thin and continues so. Flat, thin, bare, gray-white, yet not without agreeable features—pines, cedars, scrub oaks . . . , patches of cleared fields but much larger patches of pines and sand."<sup>9</sup>

Despite these facts potential settlers were told a different story. In 1873, for instance, the New Jersey Southern Railroad published a pamphlet in which it was declared that thousands of acres of "singularly productive land" from Manahawkin down to Barnegat Bay were for sale. "Here upon this oasis," claimed the pamphlet, "this broad belt of rich gravel and sand loam grow plentiful crops of fruit, grain, and vegetables. . . . Here abundant crops of hay reward the mower . . . and here the

settler may come, secure a small tract, and . . . rear about him a homestead where beauty and prosperity shall abide."<sup>10</sup>

Many a patch of once-cleared pine land reverted to forest during the last fifty years of the century. When a field was abandoned, a sparse covering of lichens, Indian grass, briars and other shrubby plants developed at first. Soon scattering stands of red cedar and holly appeared, the seeds of which had been dropped by passing birds. Persimmon and sassafras, hardy oaks and wild-cherry also sprang up. Here and there pines appeared, gradually closing in on the one-time clearing, until within a comparatively short number of years the forest had regained its possession.<sup>11</sup>

The origin of the word "Barrens" is easily understood. The early settlement in South Jersey had been largely along the Delaware where the soil was productive. As the colonists began to push eastward, they found areas covered with forests of pitchpine. Since the soils of this region were thinner and less productive, the region was looked upon as barren. Soon the name "barrens" was used to designate this territory, and was shortly coupled with "pine" to give the epithet of "Pine Barrens." Similar areas of pine land existed south of Virginia along the southern Atlantic coastal plain.<sup>12</sup>

A section of the barrens called the "Plains," became the object of considerable investigation. According to the State Geologist in 1899, the Plains included two sections. The first between Tuckerton in Ocean County and the east branch of the Wading River, contained 7,737 acres. North of that, in the vicinity of Chatsworth in Burlington County, were the Upper Plains, containing 6,662 acres. They were areas covered with a low, stunted growth of pine, laurel, vines and other shrubs. The pines were especially stunted, ranging from two to four feet in height.<sup>13</sup>

The Plains impressed all visitors. An observer who

drove by wagon from Medford into the upper section in June, 1901, described them as a "singular region, hot, level, and dry." He was hardly able to believe that he was looking over the top of a dwarf forest for miles. Its barrenness, except for the stunted vegetation, recalled descriptions of desert regions. "The heat rising from the parched ground," he went on, "gives a blur of uncertainty to distant outlines and we close our eyes involuntarily before the glare of the sun on exposed gravel areas."<sup>14</sup>

Varied explanations were given for the existence of the Plains. Gifford Pinchot, the noted conservationist, visited the region in 1898. He counted the rings of one pine tree three feet high and was surprised to learn that it was thirty-one years old. After investigation he listed three reasons for the restricted growth: the windswept nature of the region; the constantly recurring fires; and the slow growth of all the trees in the most arid parts of the Pine Barrens.<sup>15</sup> The region was higher than the surrounding country, and the soil was particularly subject to the leaching and beating of rain and the scorching and drying effect of the sun and the wind.<sup>16</sup> The State Geologist declared in 1899 that the frequent fires rather than lack of mineral constituents was the basic reason for the existence of the Plains.<sup>17</sup>

## 2. *The problem of forest fires.*

The dry weather has made the underbrush very combustible. Last week, sparks from a passing locomotive set the woods on fire along the Camden and Atlantic Railroad above Jackson. A district along the road nine miles in length, comprising thousands of acres of "barren" timber have been entirely burned over and destroyed.

(Item in local newspaper, July 27, 1864.)<sup>18</sup>

The greatest obstacle to the re-establishment of the woodlands in the pine barrens was the forest fires. Recurring fires not only killed tree growth but also led to



repeated sprouting of both oak and pine. New fires caused sprouts to become continually weaker until finally they were unable to produce trees of any consequence. An Ocean City authority declared in 1899 that forest fires were more destructive at that time than they had been in former years, when the timber was larger and taller. The young timber suffered most, since it was killed outright, and it was many years before trees grew up again.<sup>19</sup> If the crown was affected, white cedar was more sensitive to fire than oak or pine. When a hot fire was driven through a cedar swamp by a strong wind, the trees died gradually, beginning at the top. Forest fires not only injured the trees, but also brought on an impoverishment of the soil by the destruction of the layer of vegetable waste and mold found on the ground. This prevented the humus from forming and resulted in the drying out of the surface.<sup>20</sup>

Forest fires had long been a serious problem. When the wind was high, the roar of the fire in the woods and the flames leaping from tree-top to tree-top and running along the dried leaves and bushes on the ground, made appalling scenes that were seared into the minds of all who fought the conflagrations. Some fires caused such great destruction that they were remembered for many years. At mid-century one broke out in Ocean County between Oyster Creek and Forked River and many persons from Waretown and Forked River fought to subdue it. A sudden shift and increase of the wind brought the flames upon the fire-fighters so that they had to run for their lives toward the nearest body of water, which was the mill pond on Forked River. One man missed the right road and was overtaken and burned to death.<sup>21</sup> Other bad fires occurred in the same region in the next decade. In June, 1866, a local paper told of a fire in the Pines near Tuckerton, which burned over twenty thousand acres of land, completely killing all the timber on it<sup>22</sup>

In May, 1872, a contemporary item from Atlantic

County observed that "the woods near Pomona took fire yesterday and before nightfall fire had swept over nearly the whole of the lumber ground of Egg Harbor Township." Twenty-five thousand acres were laid waste, including timber worth \$200,000. Several houses, sawmills and other buildings in the route of the fire were reduced to ashes, together with barns and fences. "The growing timber is dry," concluded the newspaper account, "and unless heavy rains are soon had, the entire forest land in this portion of the State will present nothing but blackened stumps."<sup>23</sup>

In April, 1880, especially bad fires raged over large districts of pine forest and even cedar swamps. Much game was killed and houses, barns, cranberry bogs, and growing timber destroyed.<sup>24</sup> By the end of May of that year a South Jersey newspaper observed, "The forest fires in Southern New Jersey may now be considered at an end from the simple fact that scarcely any more material remains for the flames to feed upon. Volumes of smoke still rise heavenward at points in Atlantic and Cumberland counties where the fires are having a final wrestle with the stumps of what a week ago were stately cedars. Miles of valuable woodlands, cranberry bogs, vineyards, and truck patches have been wrapped in the embrace of the conflagration."<sup>25</sup>

The most destructive fire in Ocean County in the last half of the century occurred in July, 1894. It started on the railroad line of the New Jersey Central near Harris Station, twenty miles from Tuckerton, and swept south-eastward before a northwest wind, destroying thousands of acres of pine lands and valuable cedar swamps. It burned with uncontrollable fury for several days, spreading out as it continued and covering a territory about twenty miles long with an average width of ten miles. Before its progress was stopped, it endangered all the shore villages from Tuckerton to Waretown.<sup>26</sup>

As a result of an investigation into the causes of

forest fires made in 1899, it was shown that fifty per cent of the fires started from sparks from locomotives. Ten per cent were incendiary in origin and forty per cent were listed as accidental, started sometimes by lightning during storms, but more often by the carelessness of hunters, charcoal burners, and persons clearing land for cultivation.<sup>27</sup>

The situation was so serious by 1900 that the Atlantic County Board of Agriculture urged the enactment of laws for the better supervision and the prevention of forest fires.<sup>28</sup> The year before Gifford Pinchot had recommended the construction of fire lanes and a well-considered plan of fire wardens,<sup>29</sup> but no sustained centralized efforts to control and prevent forest fires were made until the 20th Century.

The moral effect of the forest fires on the population of the Pine Barrens was extremely detrimental. The people of the Pines gradually developed a defeatist attitude. Many came to believe the fires were inevitable and lost whatever interest they might have had in improving the conditions under which they lived. Because of the constant fear of fire, there was a growing tendency to cut timber before it reached maturity. Forest fires led to timber stealing on the large tracts of land owned by absentee landlords, for the dead trees could be used as cordwood.<sup>30</sup> Small wonder that the ignorant and poverty-stricken "Pineys" emerged from this environment.

### 3. *"The Pineys."*

It is very difficult to do much for the good of the coalers (charcoal workers) and others in the Pines in their present condition. No one is aware of one-half of the difficulties until he has been among them and seen for himself. . . . The wood is generally gone . . . so the people are poorer than they were a few years ago and are likely to remain poor. Towns and populous neighborhoods can never be on such barren sand.

(Observation made in 1846 by a missionary working in the pine lands of Burlington and Atlantic Counties.)<sup>31</sup>



The Pineys eked out an existence under deplorable conditions in the last half of the 19th Century. Even before 1850 the people who lived in the bog-iron ore and charcoal villages of the area existed under unfortunate conditions. In 1824 a visiting New Englander made special note of a level, barren tract of country about seventy miles long and forty miles wide, called the Pines. There he found the people in the most degraded and wretched situation. He explained, "Some families are so poor that they have neither chair nor bed and some of their cabins are nothing but sticks of wood placed on one end and leaning against each other at the top!" Their ignorance was astounding. "Many," he added, "do not know the name of the town or place in which they live."<sup>32</sup>

By the 1840's the decline of the bog-iron ore, lumbering, and charcoal-burning industries left an increasing number of the population without a definite means of livelihood. As the inhabitants of the region became more isolated, peculiarities of dress and thought appeared, which gave rise to widespread contemporary comment. One of the best descriptions of the inhabitants of the Pines during the mid-century years came from the pen of an evangelistic worker employed by the American Tract Society, who covered southwestern Burlington and southern Ocean Counties. He reported that many extreme cases of destitution existed in these neglected regions. It was not unusual to find whole families in which not a single member could read.

One case was especially arresting. In the neighborhood of West Creek in Ocean County he visited a family living in the most pitiable destitution. On entering the door, he found a number of children playing. He inquired of the eldest, a boy about twelve, for the mother, and found she was dead. The father was sick at the grandmother's. When he asked, "Who keeps house?", the answer was, "We do." A little sister was sick in the next room. In that room also observed the investigator, "was a small

child about eighteen months old, laying (*sic*) upon the floor without any covering and its head reclining upon some bed clothes. I attempted to raise it up, but it appeared to give it pains. . . . I went to the grandmother and she promised to attend the child. . . . Oh, what cold charity!" he concluded.<sup>33</sup>

Two decades later evidence of further decline appeared as intermarriage, the sterility of the soil, and isolation left their marks on the population. In 1866 a New Yorker visiting the Manchester section felt constrained to declare that no civilized country probably ever contained a more barbarian population than the indigenous wood-choppers and coal-burners of this woodland section. "The pioneer settlers of the West," he added, "are often isolated for a short period, but then they live in hope of soon being surrounded by other new settlers."<sup>34</sup> The Pineys had no such hope. Even more shocking conditions were found by investigators in the 20th Century.

The isolation bred superstition. One Piney of southern Burlington County told a visitor that nothing could ever grow or exist in that section. He cited many industries which had failed in the region and added superstitiously that this had happened because so much lightning frightened people into moving away. The lightning, he explained, was attracted to the area because almost everything was built of native ironstone.<sup>35</sup>

The extent of the isolation in the years before the advent of modern highways can best be appreciated by noting the sparseness of population in the Pines. In 1885 the population of the state as a whole was 170 per square mile, while in the Pines, excluding the area of the tide-marsh which of course was uninhabitable, the average population per square mile was 42.4. In the areas of the poorer soils it was even smaller. Ocean County had 24.6 per square mile, with Jackson Township in that county having only eighteen and Lacy Township but

seven. Half the county had but seven people per square mile. Even fewer people lived in some of the more desolate parts of the Pines in southern Burlington County. Woodland Township, which was the site of the unsavory Paisley real estate scheme, possessed only 2.6 people per square mile; Randolph Township, six; Washington Township, eight; Bass River Township, eleven; and Shamong, thirteen. In the Pine Belt portions of Atlantic County similar conditions prevailed. While the rural inhabitants of the county numbered but twenty to the square mile, Hamilton Township had but thirteen and Mullica Township, fifteen. Weymouth Township had sunk in population by 1885 to only eight per square mile.<sup>36</sup>

Conditions were somewhat better in the southern and western ends of the pine lands, thanks to the construction of the railroads between Camden and Atlantic City. By 1899 there were belts of cleared land in the pine area, such as from Hammonton to Absecon, from Vineland southerly to Woodbine, and beginnings had been made in clearing and bringing under cultivation the better soils of the pine belt. Extensive areas would never be suitable for farming, and some of these became the locations of unscrupulous real estate promotions.

#### 4. *Land schemes.*

In the name of civilization and progress, we demand that this Jersey wilderness of pines, oaks, bushes, briars, weeds, swamps and all of their natural concomitants, shall be transformed into farms and fields of grain and culinary roots, and orchards and gardens and that a large population of cultivators . . . should take the place of a few scattered families of woodchoppers and coal burners and their concomitants of ignorance, sin and wretchedness. Let all this forest be made fragrant with fruit blossoms!

(Plea by realtor trying to sell land in Manchester Township, 1866.)<sup>37</sup>

The Pines fell prey to every known scheme of land development.<sup>38</sup> The attempts to sell worthless land at a



large profit gave rise to the term "paper towns," typical examples of which were promotions in Fruitlands, Manchester Township and Paisley. Fruitlands' career was short. Real estate promoters bought a large acreage in the early 1870's in the southwestern part of Shamong Township, Burlington County and laid out the site for an agricultural colony in the sands of the pine barrens. Flattering prospectuses were issued urging people to buy land and move there. Although it was claimed that large profits were obtainable in the culture of fruit and berries,<sup>39</sup> very little land was sold and Fruitlands never materialized. Later, a part of the area on the highway between Hammonton and Medford became known as Indian Mills.<sup>40</sup>

A more persistent effort was made in Manchester Township, well outside the village, which was long established. The village had been settled shortly after 1700 and was near the site of the Federal Furnace and the Phoenix Iron Forge, which was built in 1815. Later it became the location for a lumbering industry and charcoal kilns were built there in 1841 by William Torrey, who owned a tract of 27,000 acres. In that year the village was named Manchester and a post office was established for the benefit of the nearby charcoal business.<sup>41</sup>

As the wood resources declined, the village followed suit. In 1856, when the state geologist drove there from Toms River, eight miles away, he found that the wood had been mostly cut off and that fires had done much damage. Most of the houses were empty and the church was used for a school. The bog iron ore was practically exhausted and little charcoal was made any longer.<sup>42</sup>

In the following decade the village of Manchester enjoyed a brief lease of new life, when the Raritan and Delaware Bay Railroad pushed through the area in the early 1860's and the company's main shops were established there. In 1865 Manchester Township was set apart from Dover Township. The village was never dependent

upon the surrounding area, for the land in the locality was sandy and arid, and was never cleared for farming. In the depression which followed the Civil War boom the railroad went into bankruptcy, the shops were closed and the little town became almost deserted.<sup>43</sup>

Immediately after the Civil War, the Manchester Land Company was formed to promote the sale of 25,000 acres of land which it had purchased in the pines of Manchester Township. In 1866 the promoters issued a pamphlet, an excerpt from which was quoted at the beginning of this section. The realtors were influenced by the success of the developments at Hammonton and Vineland, in Atlantic and Cumberland counties. In fact, the booklet, which was entitled "Cheap Land, Homes for for the Homeless, the Wild Lands of New Jersey," declared that in Manchester "Poverty and ignorance should be driven out . . . as they had been at Hammonton and Vineland, by prosperous industries, churches and schools, manufactories and good neighborhoods and happy homes."<sup>44</sup>

The realtors admitted that the land had never been cultivated, but told prospective purchasers in the same breath that it afforded "double the profit of the richest prairie land in the West." The agents claimed that the soil could readily be intensively cultivated after it had been fertilized by marl from the beds in nearby Monmouth County. Other advantages were detailed in the publicity campaign. Those who established fruit farms were assured they could easily get help for the picking season from the great number of immigrants in New York. The immigrants themselves were entreated to come to Manchester Township. If they did not have sufficient capital to buy land, they could get it on credit.<sup>45</sup>

But in spite of all the bright promises Manchester Township never became the site of prosperous "Vineyards, Peach Orchards, and Cranberry Gardens." In 1870 its population was 1,102 and in the next ten years

it had lost forty-five residents, for it reported only 1,057 residents in 1880. It remained static during the following decade, and in the nineties dropped again, with a return of 1,033 in 1900. The figures do not present as clear a picture as could be wished, for they include the population of the village, whose name was changed in 1897 to Lakehurst. The village had attempted to follow the example of Lakewood, and had managed to attract a few winter guests. In 1898 a new winter resort hotel was opened there. It did not become a very successful resort, and did not change much in population until the latter 1920's, when a United States Naval Air Station was built there.<sup>46</sup>

The most unprincipled attempt to promote the sale of worthless land in the Pines, and the most successful from the point of view of the entrepreneurs, occurred at Paisley, in the poorest soils of Burlington County. Few people today have ever heard of Paisley, but its record stands as one of the most fraudulent efforts at real estate promotion in the history of New Jersey. It lay midway between Chatsworth and Tabernacle, two and a half miles from the New Jersey Southern Railroad depot of Harris Station.<sup>47</sup>

In 1888 a real estate promoter from Jamaica, Long Island, purchased about 1,400 acres of land there at \$3.67 per acre. The soil was typical of the sandier part of the coastal plain. Only about six per cent of the area, on land classified as Sassafras sandy loam, was adapted to the growing of general farm crops. Another six per cent was low swampy land adapted to cranberry growing. This left eighty-eight per cent that was too sandy and infertile for the growing of agricultural crops or even for maintaining decent lawns and gardens. In fact, half a century later, more than ninety per cent of the land on the tract was covered with an inferior forest growth of oak and pine. On June 23, 1889, however, the promoter inserted an advertisement in a New York paper



stating: "The finest farm land in Central New Jersey is at Paisley. We open up this week the new farms adjoining the Magic City. You can buy a ten acre fruit farm within a half mile of Paisley for \$250, if you apply this week."<sup>48</sup>

Paisley became the subject of an intensive sales campaign. The first advertisement appeared in the Sunday issue of the *New York World*, June 24, 1888, and they continued in every Sunday issue until March 15, 1891. A lot was given free to each person who applied for information within a period of one week after the publication of the first announcement. Each week prices were progressively increased. By the August 26th issue, the advertisement stated "the demand increases as the price advances. . . . One house is finished already; a hotel started, a row of stores is contracted for; a street car stable (for horse-cars) is contracted for; an academy of music is promised; . . . three sanitoriums are projected. . . . Paisley is surrounded by rich farming country. . . . Last week we offered corner lots of \$25 each. . . . By Christmas, lots will be worth \$250 to \$400 each."<sup>49</sup>

Other enticing approaches were used. On October 14th, the promoters announced the results of "several excursions" made to Paisley. Possible purchasers were regaled with the details: "A long train of passenger coaches . . . filled with merry Paisleyites flashed past the little towns along . . . the New Jersey Southern Railroad on their visit to the MAGIC CITY."<sup>50</sup> With soaring imaginations the realtors promised, "Your neighbors are army officers, great artists, composers, medical men, lawyers, etc."<sup>51</sup> Rumors such as the possible construction of a new railroad from Philadelphia to the New Jersey shore, or the building of a canal across the state were also capitalized to the advantage of the promoter even though no assurance existed that such construction was to take place or that Paisley would be near the route to be taken.<sup>52</sup>

The experiences of a buyer who made the trip to Paisley to view his property shows how stunned the "merry Paisleyites" were with reality. On this trip about five carloads of purchasers left the Central Railroad Depot in Jersey City and after riding an hour or more, got off at a lonesome way station where scores of all kinds of rickety vehicles awaited. For a dreary hour the rapidly more disillusioned buyers were driven through the monotonous pine lands. The "Inn" proved to be a shed accommodating one person, an individual selling cigars. One wide swath cut through the scrub oak suggested the principal avenue. At the end of this stood the "Music Building," a one-room structure. A band played and there was loud boasting, but most of the buyers crowded around the promoter, offering him ten dollars cash if he would take back their lots or refund them one-half of what they had paid. They got no place with this. The consensus of opinion on the part of the teamsters who brought the purchasers from the railroad depot was that they never dreamed there were so many suckers in New York.<sup>53</sup>

In all, 3,122 lots and farm plots were sold in Paisley, and 2,954 names were entered on the township and tax collection records. Available facts indicate that the promoter grossed at least \$250,000. Little actual development ever took place. The small incoming tide reached its height in 1890, and after that year the recession was continuous. In 1890 the "Magic City" had twelve dwellings and one small one-story factory building. By 1895 the latter had been sold for delinquent taxes and was razed for lumber. In 1904 the store building was moved to nearby Chatsworth (one-time Shamong), three miles away. Other houses burned from year to year and still others were taken for lumber. By 1922 the "City" had but two dwellings and in 1924 one of these was taken over by a gun club for use as a hunting lodge during the season in the "deer woods."<sup>54</sup>

## 5. *Cedar swamp and "cedar mining."*

Underlying the swamp bottoms, and deeply embedded in mud and vegetable deposit, huge cedar logs are found that belong to a pre-historic period. The wood is sound and is used in the manufacture of "Split mud shingles," which are high priced for their lasting properties.

(A description of "cedar mining," written in 1885.)<sup>55</sup>

The cedar played an important role in the economy of the Jersey shore region, not only because of its use in shipbuilding, but also in the shingle industry. It was found everywhere and gave rise to such place names as Cedar Creek, south of Toms River; Cedar Bridge and Cedar Run in southern Ocean County; and Cedar Lake on the boundary line between Gloucester and Atlantic Counties, west of the Black Horse Pike. The term "cedar water," used to denote the water in streams emanating from cedar swamps, is an expression peculiar to the region. It is dark in color, and has been referred to as "liquid rosin." Native-born South Jerseyites are still enthusiastic about it, and although they might express themselves in less flowery language, they readily agree with the sentiments set forth in 1882 by a resident of Salem County, who burred, "Do not set up your judgment on water until you have seen and tasted that found in the cedar regions. . . . Black, cold, sweet, it is unlike the fluids of the earth. Its blackness is not opacity; it is transparency. Obstruct its running by a handful of pebbles and you have the peculiar sparkle of a diamond. Drink it . . . and you are lifted up by some exhilaration unfelt ever before."<sup>56</sup>

The shingle industry offered opportunities for employment in several sections of the shore area. Although the "mining" of cedars received the widest publicity, this method was resorted to only after the better cuts of live cedar had been taken from the cedar swamps. Lumbering and shingle-splitting provided work for many artisans,



and assumed considerable importance in the latter quarter of the 19th Century in the cedar swamps of Ocean County and southern Burlington County. Following the completion of the Raritan and Delaware Bay Railroad in the early 1870's a large tract of white cedar swamp was cut



*Dennis Hotel, Atlantic City*

over near what was then known as Buckingham Village, Ocean County, between Whiting and Mt. Misery. A railroad siding was constructed and a sawmill erected. The mill village included a number of houses for the workers, teamsters, and forestmen. Horses and mules were employed, and a company store was established. Once the area had been cut over, however, the end of the activity followed.<sup>57</sup>

Lumbering in the cedar swamps did not differ greatly from lumbering anywhere, but the "mining" of cedar trees was peculiar to the area. Cedar swamp was common to all South Jersey, but was particularly extensive in Cape

May County.<sup>58</sup> Cedar mining centered around Dennisville. Even before 1800, men had begun to probe for logs in Ludlam's Swamp. They were of white cedar, and were found buried at various depths in the black peaty earth, mainly decomposed vegetable matter. The submerged logs were quite sound, the color of the wood was preserved and its buoyancy retained. By the early 1850's the average number of shingles exported by water (the railroad did not reach Cape May County until the next decade) was approximately 600,000 a year. They were worth at that time from thirteen to fifteen dollars a thousand.<sup>59</sup>

There have been many speculations as to how the logs were preserved. Probably many of them died of old age, while others were felled by storms of unusual violence. All which remained in good condition were completely covered with deposits of swampy mud and peat. The trees that fell over with their roots attached were known as windfalls; the ones that were broken off were called breakdowns. The latter were preferred since they were "mined" more easily.<sup>60</sup>

Evidence that salt water may have entered the cedar swamps as the coastline sank, and scattered the logs beyond the swamps was found in 1873 when the city council of Cape May ordered an artesian well dug for the local reservoir. At eighty-seven feet down, after strata of gravel, sand, and hard clay had been penetrated, an alluvial deposit was reached, exactly like that in which the cedars of Dennisville lay. In it a solid log four feet in diameter was struck. This was bored through and specimens brought to the surface. Later, when a well was being dug for the Columbia House at Cape May, other pieces of wood were found at depths of ninety-two feet.<sup>61</sup>

Most of the buried trees were second growth,<sup>62</sup> but many were virgin timber. Dr. Maurice Beesley, an authority on Cape May County, wrote the state geologist in 1855 about a cedar swamp a short distance southwest of West Dennisville, in which he had found a stump he

estimated as 1,080 years old. A log two and a half feet in diameter, lying directly under this, had about five hundred rings that he could count.<sup>63</sup> Another resident who worked in the Dennisville swamps recalled a tree which was close to six feet in diameter, on which he counted 1,100 rings of annual growth.<sup>64</sup>

The process of "mining" the cedar logs required special techniques. The log-digger entered the swamp with a sharp iron rod. For many years this was called a "probe," but later the local people colloquialized the word into "progue."<sup>65</sup> With this he probed the soft soil until he struck a tree, most of which lay from two to three feet below the surface. By repeated trials he judged the direction, the size, and the length of the log. Still using the prod he secured a chip. By the smell of the wood he could tell whether the tree was a windfall or a breakdown. The digger then inserted into the mud a saw similar to that used by ice-cutters, and sawed off the top and roots of the tree. Few limbs were found on these sunken trees. After this a ditch was dug in the swamp over the tree. Blocks and pries were used until the whole log was brought to the surface.<sup>66</sup> The log, sometimes five or six feet thick, would float on the water that filled the ditch almost to the surface. If the trees had been entirely buried in the swamp they never became water-logged. What was more singular, as soon as they rose, they invariably turned under side uppermost.<sup>67</sup>

The log was next brought to land where it was cut into lengths of either two feet or eighteen inches. These were divided into shingle-cuts, split and quartered by hand, and were thrown out to be further split into shingles and staves.<sup>68</sup> The blocks eighteen inches long were split into smaller pieces called "dolts." Each dolt made four shingles. The rough shingles were dried in the sun, then shaved with a drawing knife and made straight on the edge. Most shingles were six inches wide, and one-half an inch at the butt end, tapering gradually to a point at



the other end.<sup>69</sup> The wood had a coarse grain which split perfectly straight.<sup>70</sup>

The men who dug the logs and split them earned their wages, for the work was not only hard physically, but it demanded skill and experience. The swamps were treacherous; no machinery could be used; and long stretches of mud and water had to be covered before the logs reached dry land. When the "mining" was not too difficult, a quarter share went to the owner of the land; otherwise one-eighth was given. According to one "miner," who procured wood for thousands of shingles from Hawk Swamp, near Dennisville, a good worker could mine and prepare for market about a thousand shingles a week. Shingles usually sold for sixteen dollars a thousand at that time, the beginning of the last quarter of the 19th Century.<sup>71</sup>

The shingles were taken to Philadelphia and other towns on the Delaware by regular packet boat. Shingles made from these mined logs would last from sixty to seventy years and were eagerly sought by builders in South Jersey as well as in Philadelphia. They commanded a higher price than shingles made of pine or chestnut. It was in this period that the roof of Independence Hall in Philadelphia was re-shingled with "mined" shingles from Cape May County, the man who sold them having a contract to provide 25,000 for the Hall.<sup>72</sup>

The cedar-mining industry continued for a number of years to be an important means of livelihood, especially in the Dennisville area. In 1864 the growing cedars in Robbins Swamp near South Dennis were cut off, enabling the "miners" to search for logs in its bottom.<sup>73</sup> In 1881 a letter to a newspaper commented that "these swamps, once a scene of desolation, have become a hive of industry and have built up a lively village."<sup>74</sup> By the late nineties, as the buried cedars became scarcer and machine-sawed shingles commenced to come into the market, the industry began to decline. Sawed shingles sold for twelve dollars

a thousand, which was very poor pay for mined shingles.<sup>75</sup> The price of shingles continued to go down as more labor-saving machinery was introduced. The final blow to the industry came when fire insurance companies began to prefer fire-proof shingles made of composition materials. Sporadic attempts were made in the 20th Century to revive the cedar-mining, but all were short-lived.

## CHAPTER XXIII

### THE TREND TOWARD SPECIALTY CROPS

Large tracts of land are still uncleared or covered with brushwood. . . . The wood on them is mainly oak with some pitch pine, and hence they are called oak lands, in contrast to the more sandy lands on which pine grows almost exclusively. . . . About 800,000 acres of oak lands are accessible to railroads. The soil is sandy and not so fertile as in the marl districts, but it is not so sandy or so coarse-grained as to be non-productive. . . . It is better fitted for raising vegetables, melons, small fruits, pears and peaches.

(Description of portion of the coastal plain published by the State Board of Agriculture, 1893.)<sup>1</sup>

The railroads not only brought new life to the shore resorts and hinterland towns, but it also changed and stimulated agricultural production in the four shore counties. Marl could now be shipped by rail, and Monmouth County became one of the centers of its production. Cranberry bogs were developed commercially and the products exported by rail, a boon particularly to Ocean County. The section around Egg Harbor City in Atlantic County became the most important grape growing section in the East, and by the end of the century Hammonton had become the first commercial poultry center in South Jersey. Production for the new shore resorts also became important in the economy of the area.<sup>2</sup>

#### I. *The over-all picture.*

The old "bread and meat" agriculture, devoted mainly to field crops and livestock, had sufficed for two centuries. Now, with the beginnings of the industrial era and the aid of the newly built railroads, the area turned its attention to specialties. Now the farmers could grow crops to which the soil and climate were particularly adapted and furnish nearby markets with commodities which could not be transported economically from distant areas. Such change



was not wrought overnight. The transition was slow and gradual.

(Comment on agricultural changes in the latter 19th Century.)<sup>3</sup>

The advent of the new means of transportation, together with an increasing demand from nearby markets, hastened the emergence of specialty farming in the shore counties during the last half of the 19th Century. The growth of the factory system in Pennsylvania, northern New Jersey, and New York was coupled with an increase in population which brought greater demands for fresh farm products. The shift from general farming to commercial agriculture gained yearly. The movement was furthered by the burdensome surpluses, curtailed markets and deflation of currency which followed the Civil War. Furthermore, as the railroads pierced western areas the shore counties began to feel the pinch of competition keenly, especially in such old-time staples as wheat, corn, pork, and beef production.<sup>4</sup>

Coastal county farmers learned that if they were to survive they must adjust their practices to the new economic conditions. Sheep raising was abandoned almost entirely because of the increasing competition from the West which followed the growth of railroad connections with the West. In Cape May County, for instance, sheep raising was at mid-century still an indispensable part of farm activity, but sheep almost disappeared as the period progressed. The County reported 3,849 sheep in 1850; 2,617 in 1860; 382 in 1870; 28 in 1890, and only 3 in 1910. The situation in the other three counties was similar. General farming was gradually replaced by a more intensive form of agriculture and specialty crops began to take the place of the standard farm crops.

Monmouth County had been an important agricultural region for a long time. Marl, the mineral fertilizer which abounded in the area, had been used extensively for many

generations and had increased the agricultural production. Fruits and vegetables grew luxuriantly and thousands of barrels of potatoes were shipped annually to New York and other markets. Asparagus became an especially important crop, particularly near the northern coast, south of Raritan Bay, where large areas were planted to it. The returns ranged from \$200 to \$500 per acre in favorable seasons. Tomatoes were widely grown, both for shipping and for canning. Canneries processed other vegetables as well. At Freehold, one firm used the products of 1,400 acres, chiefly peas and lima beans. The county also led in the growing of the Kieffer and other varieties of pears. Dairying increased, as the summer resorts nearby consumed large quantities of milk.<sup>5</sup>

Agriculture occupied a less important position in the counties south of Monmouth, but in the last two decades of the century there was an increasing interest in it. Corn was the leading cereal crop, and was used for feeding domestic animals and poultry. In the vicinity of Toms River, Manahawkin, and New Egypt there were good farming lands where dairying was followed. Small fruits and berries, with the usual field and garden vegetables, were extensively grown. Clearings in the pine forest and a warm dry soil made early crops possible.

The growth of Atlantic City proved a great stimulus to agriculture in Atlantic County, for it created a demand for small fruits, vegetables and poultry products. Dairying, which had been almost non-existent in this county a few decades before, increased, but was unable to supply the demands of the summer season, and the popular resorts continued to receive milk from more distant points. Poultry raising was also increasing.

In Cape May County agriculture made considerable advancement in the late years of the century. Grain crops were no longer grown extensively but forage crops, such as crimson clover, cow peas, and the millets, were produced for dairy and soiling purposes. Much of the

soil was well adapted to market-gardening and the nearby resort markets and excellent transportation facilities to Philadelphia afforded encouragement for growing more.<sup>6</sup>

One outstanding example of the movement toward specialty crops was the increase in the commercial production of tomatoes, although tomato culture in the shore counties never became as important as it did in the interior South Jersey counties, such as Camden, Gloucester, Cumberland and Salem. Nevertheless it accounted for a significant portion of many a farmer's income in the shore area as the shift to specialized agriculture developed.

"When I was a boy," declared an eighty-three year citizen in 1927, "people did not eat tomatoes. Even the pigs did not eat them. Tastes change." The growth of tomato culture was not so much a matter of change in taste as of improvement in the product. In 1895 the State Board of Agriculture called this improvement "a shining example of the result of evolution." At that time middle-aged people could still remember that in their childhood the majority of people regarded the tomato with aversion, and the idea of eating "love apples" created a feeling "akin to nausea." In those earlier years the tomato was not the succulent vegetable of later years, but was described as resembling a ripe Mango pepper when cut up.<sup>8</sup>

With the establishment of canneries for tomatoes, a new incentive for increasing and improving production was at hand. Most of the canneries were built in the counties in the Delaware watershed. There were none in Cape May County until the latter 1890's. By 1900, out of a total of forty-nine canneries in the state, there were three in Cape May County, none in Atlantic, one in Ocean, and four in the richer agricultural sections of Monmouth County.<sup>9</sup> In the period following 1900, retrenchment and concentration in the canning industry reduced the number of establishments to a considerable degree.

As more farmers turned to specialty crops, the amount



of improved acreage increased. For example, Ocean County in 1850 reported 26,400 acres of improved farm land. This mounted to 31,755 in 1890 and 34,800 in 1900. Similarly, Cape May County, with 14,300 acres in 1850, showed an increase to 26,400 acres in 1890 and to 54,366 acres in 1900.

This trend brought a steady rise in the number of farms in the shore counties during the latter half of the century. The increase was not so great in Monmouth County, where farm settlement had been widespread before 1850. Atlantic County reported only 327 farms in 1850 and by 1890 the number had doubled to 778. In the same span of years Ocean County farms doubled, with a rise from 374 to 687, and Cape May County's nearly doubled, rising from 285 to 505.<sup>10</sup>

## 2. *The age of marl.*

These Marl Beds  
Have Had a  
Reputation for the  
Superior Quality of its Marl  
Over 4% of Phosphoric Acid.

(Advertisement for marl, 1869.)<sup>11</sup>

The application of marl to the soil as a fertilizer was a great boon to farmers in this period. According to one newspaper account in 1835 it was declared to have made land that had been considered worthless "hang heavy with bending corn."<sup>12</sup> Marl was dug for many years before 1850, although the height of the industry was in the mid-century decades. In 1859 the state geologist announced that if it were applied to the "oak lands" east of the marl belt, they could be cultivated at a profit. Every bushel of marl was said to contain five pounds of potash and one and a half pounds of phosphoric acid, and it could be bought for from four to ten cents a bushel according to the distance from the marl pits. The whole marl

belt bordered the oak lands, and the supply was large.<sup>13</sup>

Marl is of cretaceous formation. Sea fossils have often been found in the pits and bones frequently unearthed. A proprietor of one pit reported in 1835 that a bone forty feet in length had been dug out of his pit, but unfortunately had been broken into pieces and carried away by the workmen and visitors as "something strange."<sup>14</sup>

The marl belt extended through the central portion of Monmouth County, going as far south as Squankum in Howell Township, and reaching westward across the county through the townships of Middletown, Atlantic, Holmdel, Marlboro, Freehold, Manalapan, Millstone and Upper Freehold. It included a small portion of the northern and western part of the township of Plumsted in Ocean County, where New Egypt is situated. From there, the belt reached into the interior South Jersey counties lying along the Delaware River. One of the reasons why the Phalanx members selected the Van Mater farm, which was about four miles from Red Bank, as the site for their communal living experiment, was the fact that the property contained an extensive marl bed.<sup>15</sup>

The earliest use of marl in Monmouth was at Marlboro. This name had been given first to the village and afterwards to the township, because of the extensive marl beds. The village of Marlboro was originally in Freehold Township, but was established in 1848, along with a surrounding area, as a separate township. It was here that marl was first used as a fertilizer in the shore area. In 1768 an Irishman who was working at ditch draining on a farm owned by Peter Schenck, near the village, discovered a substance that he recognized as marl, as he had previously seen it used in Ireland. At his suggestion it was tried on a field and good results were produced. In 1795 marl was dug on tributaries of Hop Brook, which ran into the Navesink River, and was scattered on the farm of John Smock, with excellent returns.<sup>16</sup>

Wider development came in Howell Township, in the section of Monmouth County south of Freehold. Marl was discovered there in 1830 while excavations were being made in the center of the township for a dam across the Manasquan River. Digging continued there for a number of years. "It is safe to say," stated a visitor in 1860, "that it has made what was once a very poor section of Monmouth County one of the most fertile districts of the State." More beds were discovered nearby. On the Mingamahone Brook good marl was found from Upper Squankum to the juncture of the brook with the New Bargain stream, a distance of four and a half miles, and there was so little top soil above the marl that in many places it could be conveniently dug anywhere for a half mile back on either side.<sup>17</sup>

The demand for marl from the Squankum section of Monmouth County led to the construction of a railroad from Freehold into the marl bed section. A railroad had been built from Jamesburg to Freehold in 1853, and fifteen years later, in 1868, the Squankum and Freehold Marl Company was incorporated with a capital of \$100,000, and authority to purchase and occupy marl beds in Monmouth County and to lay out and construct a railroad to run from Freehold to the marl beds at or near the village of Farmingdale. The road was soon completed and later was extended to Manasquan village on the shore.<sup>18</sup>

The marl wagons were a familiar sight on the roads of many portions of the area. A citizen of old Evesham Township recalled that people who lived near the pits in the 1850's could hear the continuous hoof beats of horses and the rattle of wagons going to the marl diggings for their loads from four o'clock in the morning until about eight. Then there was a lull until about ten, when the teams began to return in long lines. Most of the teams went back in the afternoon for a second load and this hauling was kept up continuously when the roads were good.<sup>19</sup> At that time this township included what was later



the township of Medford, which was famous for its deposits of marl.

Much of the marl dug was shipped by rail, some of it to nearby southern shore counties. At one pit in Gloucester County 25,000 tons of marl were dug in 1867. A reporter visited these pits in November, 1868, and found the scene a busy one, with 180 men at work. Deep down in the pits was a long train of cars, headed by one locomotive and sometimes two. The marl was dug with forks and a large number of laborers were throwing it up from a lower depth and others were filling the cars. A train carrying two hundred tons could be loaded in an hour. At a higher level a wider surface layer of soil was being loaded into another train of cars. It was then dumped into the pits from which all the marl had been excavated.<sup>20</sup>

The application of marl as a fertilizer continued through the third quarter of the century. With the introduction of prepared commercial fertilizers, however, the marl industry gradually died out. By the latter part of the century guano, super-phosphate, and bone dust had become popular. These finally gave way to improved mixtures of standard formulas of prepared fertilizers.<sup>21</sup>

### 3. *The cranberry crop.*

The people of Ocean County are going into the cranberry business this spring with a vigor and enthusiasm that completely overshadows all former efforts in that line. Vast swamps are being cleared and the prospect is that thousands of acres will be planted. There is no doubt that there is money in it.

(Excerpt from newspaper item, 1868.)<sup>22</sup>

The commercial production of cranberries increased greatly during these years, especially in the shore areas south of Monmouth County. Wild cranberries had been gathered in the state since colonial times. As early as 1680 a resident of West Jersey wrote to his brother in England, "We have . . . great store of very good wild

fruits such as . . . cranberries. . . . (They are) much like cherries for colour and bigness, (and) may be kept till fruit come in again; an excellent sauce is made of them for venison, turkeys, and other great fowl, and they are



(From Woolman & Rose Atlas of the N. J. Coast)

*Cranberry Bog, West Creek, Ocean County, 1879*

better to make tarts than either gooseberries or cherries. We have them brought to our houses by the Indians in great plenty."<sup>23</sup>

There is no record of their being cultivated in New Jersey before the 1840's,<sup>24</sup> although they had been grown on Cape Cod for some years previously. Cranberry culture was first developed in Ocean County, near Cassville, in Jackson Township. About 1845 a farmer by the name of John Webb, who was known as "old peg leg" John, after many months of watching the growth of the wild cranberry vines in the swamp which he was draining to make into a meadow, hit upon the idea of a cranberry bog in which the amount of water could be controlled. His venture was a success at once and he realized as much

as fifty dollars a barrel for his crop that year. His berries were eagerly bought by Philadelphia ship chandlers who sold them to whalers and other long distance voyagers as an anti-scorbutic. When Webb's neighbors saw how much money he was making, they also began cranberry cultivation, and by the 1850's cranberry bogs had become familiar sights in the county.<sup>25</sup>

The "cranberry craze" increased as the cordwood and charcoal trade dwindled into insignificance. Everybody who could secure a piece of swamp bottom put it out in cranberries. Farmers, vessel owners, city capitalists, home merchants, everybody who had money or could borrow it, started into the culture of cranberries. Over-optimistic speculators even held swamp land in the pine barrens for one hundred dollars an acre.<sup>26</sup>

As more and more growers laid out cranberry bogs, the cultivated berries were raised in continually greater quantities. In 1866 an Ocean County newspaper asserted that wherever there was a piece of land worthless for other purposes, at Manchester, Bricksburg, Toms River, and along the shore, it was cleared up and the plants set out. The item concluded with the statement, "From the best data at our disposal we will venture . . . that there is at least one million dollars invested in the culture of cranberries in Ocean County alone."<sup>27</sup>

As might have been expected, when the greatly increased acreage began to bear, the price of cranberries slumped. Just after this the Panic of 1873 occurred, and the fancy prices that cranberry-producing real estate was commanding, dropped and by the end of the century a dollar an acre was considered a good valuation. Cranberry culture continued to be moderately profitable, but the boom days had passed.<sup>28</sup>

The southeastern section of Burlington County also figured prominently in cranberry production. An extensive bog was started in Medford Township in 1857. The planter, Mr. Joseph Hinchman, steadily increased his

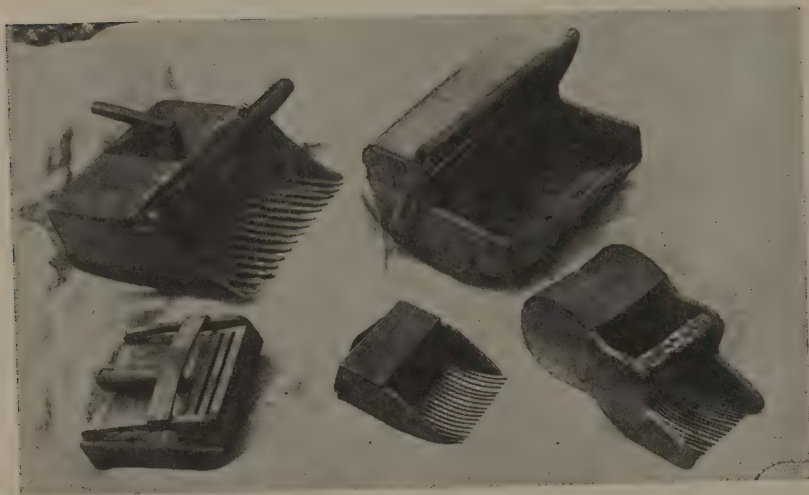
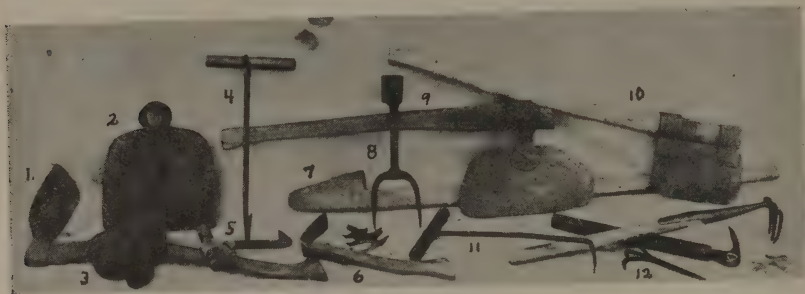


holdings until by the early 1880's he owned about three thousand acres in twelve different bogs. During the picking season he employed from 350 to 500 persons.<sup>29</sup> Two brothers, T. and A. Budd, purchased a tract of cedar swamp in the township in 1862. Four years later twenty acres of it produced 1,800 bushels of cranberries, the gross income from which was seven thousand two hundred dollars.<sup>30</sup> In the latter 1870's and early 1880's swamps were drained in the Batsto area and hundreds of acres were devoted to the cultivated cranberry.

By the end of this period the picking of wild huckleberries was an important source of ready cash for residents of the swampy areas of the pines. The season lasted from the first of June to the middle of September and many people gathered enough of the wild berries to pay their entire household expenses. Men, women, and children scoured the swamps for them and expert pickers gathered a bushel a day. The fruit had a ready market and it required no capital to become a huckleberry picker.<sup>31</sup>

Cranberry culture required special knowledge and skills. The picking season commenced about the middle of September and continued for five or six weeks, reaching its height around the first of October. Women and children were hired to pull the weeds and grass the first part of November. The floodgates were then closed for the winter and water covered the bogs to a depth of from two to nine feet. Flooding not only protected the vines from frost, but helped to kill off vine and fruit worms. About the tenth of May the gates were gradually opened and the water allowed to drain off. When the surface of the bogs became comparatively dry, the vines grew green. Soon clusters of pink buds and blossoms appeared, followed by the fruit, which took three months to come to maturity. "Bogs require no cultivating, harrowing, hoeing, or manuring," noted one observer. "The planter only waits in serene contentment, confident that the harvest is sure to come."<sup>32</sup>

Pickers of both sexes were hired from the surrounding neighborhoods and later they were brought out from Philadelphia. Those who came from a distance lived in wagons. Each picker was provided with a handled basket of half-bushel capacity and each picked within a pre-



(Courtesy New Jersey Agricultural Society)

### *Huckleberry and Cranberry Tools from New Jersey*

scribed limit. When the basket was filled, carriers gave the worker a check and took the basket. Quick pickers averaged from two to four bushels in five or six hours and in 1878 were receiving forty cents a bushel.<sup>33</sup>

Various types of equipment were required for cran-

berry culture. Blacksmiths and woodworkers, mainly in Ocean County, made scoops for harvesting both cranberries and huckleberries. Some of the scoops were fashioned by experts; others were built by home carpenters from materials found at hand. In the 20th Century the scoops were popular with antique lovers, who used them as magazine racks. The small scoops for gathering low-bush cranberries had stiff wire teeth set close, while the large scoops, still in use, were made with a rounded front edge without teeth. The lower part of the accompanying picture shows various examples of scoops and the upper picture shows types of implements used in preparing the cranberry bog and keeping it cultivated. No. 9 and No. 10 in the picture are examples of the large turf axes employed for cutting ditches and getting up the squares of turf used in building dikes for the bog. These were made by local blacksmiths and were variable in shape. No. 1 shows a grubbing hoe from Chatsworth and No. 8 in the upper picture an old two-tined fork used in these years for moving the turf.

Weeding was a never-ending problem in the cranberry bogs. Various implements were devised to meet the need. In addition to one, two, and three-tined weed hooks, shown in No. 11 and No. 12 in the accompanying photograph, a small tool called the dart was used. These darts, No. 4 and No. 5 in the photograph, were used to pull tree seedlings from the bogs. Small three-toothed iron hooks, set in short oak handles were employed for pulling out the roots of sedges, chain-fern bracken, and red-root, all bothersome weeds in cranberry bogs. Weed hooks are shown in No. 11 and No. 12 in the picture. The one with the handle came from Waretown and was made by a blacksmith in Barnegat.

The very narrow hoe, No. 6, came from the Dover Forge Bog, and was used for cutting out tussocks of sedge. The "float" hoe, similar to garden hoes, only heavier, was an auxiliary implement used with the turf



axe in cutting out "floats," or squares of turf for the building of dams and dikes for the bogs. The smaller one, hand-forged, No. 3, came from Forked River, and the large one, No. 2, is a float hoe which was brought over by immigrants from Europe.<sup>34</sup>

One of the most interesting stories of the cranberry industry in New Jersey tells of a one-man publicity campaign in 1893 to increase foreign demand. Up to that time the berry was hardly known outside of the United States. The Association of Cranberry Growers had tried to introduce the fruit to England, but with little success. Andrew J. Rider, who later established what became Rider College at Trenton, the owner of five hundred acres of cranberry bogs in Hammonton, sailed on a British liner that autumn carrying several crates of cranberries. After conferring with the chef, he introduced the fruit to fellow passengers in the form of sauce. Whenever he appeared on deck, he had a little bouquet of cranberries in his buttonhole. The crusade received an impetus when the Marquis of Ormond became converted and wore the cranberry bouquet. Other travellers followed suit. On disembarking, Rider found out why no one there had taken the fruit. Cranberry sauce was being prepared in England by mashing the berries in water and boiling them a short time. They were usually cooked in a metal saucepan, which left a bitter taste, and they were invariably served warm. The Hammonton promoter thereupon had a booklet printed which explained how to prepare the fruit. He went to restaurants to check on its serving. He even bought a race horse and named it "Cranberry." When this horse won at Ascot and Derby, wires clicked "Cranberry" to all parts of the world.

The supreme effort, however, came when Mr. Rider sought to make Queen Victoria a cranberry fancier, an acknowledgedly difficult feat, for she was known to frown upon publicity stunts, especially when the organizer was foreign and the product not British. Approach was made

by way of the then Prince of Wales, later Edward VII, who gave Rider permission to send a crate to his residence, St. James Palace. A short time later the Prince's secretary wrote Mr. Rider that if cranberries were sent to her Royal Highness at Buckingham Palace, "they will not be turned away." It followed that Queen Victoria liked them. The news leaked out, and loyal subjects began to ask for them. A year after Mr. Rider departed, England was importing five thousand barrels of cranberries annually. Rider was dubbed the "cranberry king" of South Jersey.<sup>35</sup>

The cranberry crop was exported by rail. At one production center a frame building twenty-five by forty feet was erected next to the railroad station. There the berries were run through a separator, which sorted a bushel in five minutes. They were shipped in bushel crates.<sup>36</sup> In 1881 the Camden and Atlantic carried 25,016 bushels of cranberries to Philadelphia, and the West Jersey Railroad, 9,257 bushels.<sup>37</sup>

By the last decade of the period cranberries had become a well-established specialty crop. In 1891 Burlington County, the largest producing area in the state, exported 128,000 bushels; Ocean County followed with 45,000; Atlantic County with 35,000, and Monmouth County with 11,000. A total of 250,000 bushels were raised in the state, a twenty-five per cent increase over the crop of 1890. The New England cranberry producing area, centered on Cape Cod, continued to lead the country with 471,000 bushels in 1891 and western states produced 30,000 bushels.<sup>38</sup> During the 20th Century, cranberry cultivation was faced with competition from other sections of the country and the onslaughts of a serious vine disease, and underwent a policy of retrenchment.

#### 4. *The production of sugar.*

Why, everybody down here had his patch of sugar cane. . . . I used to grow some cane. When it was ripe, I took it

down to Carl Ingersoll's, like everybody else. Carl had a place with vats where he turned it into molasses. We all made our own molasses for the winter in those days down here.

(Recollection of Cape May resident.)<sup>3</sup>



*Colton Manor Hotel, Atlantic City*

During the last half of the 19th Century efforts were made in the southern shore counties to produce sugar from beets and from sorghum. Beet growing was attempted in the 1870's in the Batsto section as a part of the



search to find new products for the bog-iron manor lands. In the latter 1870's Joseph Wharton, who had bought the Batsto property, tried raising sugar beets in an endeavor to bring into use part of his sixty thousand acre tract. He had visited the beet-growing areas of France and Germany, and decided that this crop was a possibility for his lands in South Jersey. The state geologist visited Batsto in 1877 and reported that sugar beets were being raised on a sandy field near the mansion. Of the fifteen acres which had been planted, five did not come up. The whole crop amounted to about sixty tons of beets. The beets were pulled and piled in heaps with the tops on. They were then taken to the works in the old gristmill, which is still standing at Batsto, where they were topped and washed in a revolving cylinder turned by hand. After this they were put into a rasping machine and made into pulp, which was next placed in a centrifugal machine and revolved for fifteen minutes. This process forced out the juice, which was mixed with milk of lime, heated in a large tub to the boiling point, and allowed to cool.<sup>40</sup>

The experiment proved unprofitable. The yield of beets per acre was too small and the beets did not contain a sufficiently large percentage of sugar. Batsto could not compete with beet production in other parts of the country where soil conditions were more favorable, and the effort was abandoned.<sup>41</sup>

The most successful attempts to produce sugar in the shore area were made in the decade of the 1880's in the interior of Cape May County, around Rio Grande. In 1879 and 1880 farmers in the district sent samples of sorghum molasses to a sugar refining concern in Philadelphia and in 1881 the New Jersey Legislature was persuaded to pass a law giving a bounty of one dollar a ton to the farmers for each ton of material out of which crystallized cane sugar was actually produced, plus a bounty of one cent a pound to the manufacturer for each pound made from such material.<sup>42</sup>

A sugar refinery costing sixty-two thousand dollars was constructed the same year at Rio Grande, a few miles north of Cape May. Additions of machinery and land later increased the investment to about two hundred fifty thousand dollars.<sup>43</sup> The refinery was owned by John Hilgent and Sons, of Philadelphia. To induce the farmers to grow sorghum, the firm offered premiums, \$150 for the best ten acres, \$100 for the second best and \$50 for the best five acres. About eighty farmers in the county, some of them twenty miles from the mill, planted the cane that season. Some risked but two of their acres to it, but the majority planted from five to ten acres. The firm offered two dollars a ton for cane delivered at the works or to the nearest railroad station; the state paid the bounty of one dollar a ton, and there were between fifty cents to a dollar's worth of seeds in every ton.<sup>44</sup> Cane seed sold for 65¼ cents a bushel.<sup>45</sup>

The first season was a financial failure for the farmers. They produced the cane and brought it to the factory, but the machinery at the mill broke down and tons of cane lay in the factory yard undergoing chemical changes which made the extraction of salable sugar impossible. The mill owners then purchased 2,000 acres of land to have a plantation which they could manage as their interests might dictate.<sup>46</sup> Six miles of narrow gauge railroad were built to carry the cane from the plantation to the crushers. The company bought practically all the farms on the Shore Road from Rio Grande down to Bennett Station, a distance of three miles.<sup>47</sup>

In 1882 conditions were more promising. During the period of operation the plant averaged eight thousand pounds of sugar a day. About eight pounds of sugar were produced from a ton of sorghum. With sugar bringing a price of seven cents a pound in Philadelphia<sup>48</sup> the future seemed assured. The president of the sugar company, in reporting on the advantages of Cape May County for this type of production, prophesied: "Within the next

decade the region . . . will be largely occupied by planters of sorghum."<sup>49</sup> The upward trend continued for two more years. In 1883 production mounted to 283,000 pounds of sugar and 55,000 gallons of molasses.<sup>50</sup> The State Board of Agriculture that year declared that the cultivation of sorghum was becoming one of the principal crops in Cape May County.<sup>51</sup> In this season there was a by-product of fifteen thousand barrels of sorghum seed, which was considered a good substitute for corn as feed for animals.<sup>52</sup> A visitor to these works late this fall noted a large number of hogs which were being fed with sorghum seed which had been boiled two or three hours. He felt that the pigs liked the feed and stated that the keeper believed the seed quite equal to corn, if not better.<sup>53</sup>

The height of operations was reached in 1884 when 376,000 pounds of sugar and 87,000 gallons of molasses were manufactured from ten thousand tons of sorghum, notwithstanding the fact that under the method then used much of the saccharine matter the cane contained remained unutilized.<sup>54</sup>

Various factors influenced the decline of the industry. In 1885 the state withdrew its bounty.<sup>55</sup> A reduction in the wholesale price of the commodity developed later with the removal of the tariff on Cuban sugar. Moreover, it was found that the sugar beet gave promise of being a more economical source of sugar than sorghum. In addition, the inefficiency of the cane mill at Rio Grande as a machine for separating sugar from sorghum increased the costs of production and reduced profits. In 1886 the company defaulted on its obligations with Philadelphia banks and the company's land was sold back to the farmers.<sup>56</sup> In the same year a small refinery was built nearby with a capacity of working twenty tons of cane a day. The process was devised by Harry Hughes of Cape May. Machinery was used to top, strip and shred the cane and an improved method had been worked out to extract the saccharine. Even though the results were



fairly satisfactory, it was found impossible to compete with beet sugar and by 1890 the sorghum industry of Cape May County was abandoned.<sup>57</sup>

### 5. *Salt Hay.*

A large business is done in shipping the salt hay of the meadows. . . . It is employed for the purpose of paper making and horse feeds and livestock bedding.

(Excerpt from Atlantic City history, 1868.)<sup>58</sup>

Wherever a mat of decomposed plant fibers and roots had developed on the tidal marshes, a fine, wiry grass sprang up. When cut and dried this was known as salt hay, another specialty crop whose production reached its height in these years. The process by harvesting the salt hay was always a "ticklish job." Often a group of men worked together, doing the task in common, although each possessed his own part of the marshland. Sometimes they went out on the marshes on Monday and remained day and night for a week, mowing the marsh grass and stacking it up.<sup>59</sup> After the grass had been cut, raked and bunched, it was difficult to get it out unless the farmer had gone to the expense and trouble of building roads on the marsh, for oxen and horses often became mired.<sup>60</sup> Frequently it was carried out by scows.

In 1879 a commentator on conditions on the Jersey seacoast stated that along the shore there were 155,000 acres of salt marsh which not only furnished good natural pastures for cattle and sheep all the year round but also furnished a source of hay for winter use and for export.<sup>61</sup>

For a number of years paper was manufactured from salt marsh grass. This provided a period of prosperity for the village of Harrisville, in the shore section of Burlington County. Harrisville has now reverted to pine forest, but its ruins can still be seen. It was once a community of some industrial importance ten miles north of Batsto, and a mile or two below Martha Furnace. In 1797 a mill was built there on the East Branch of the Wading River,

and here pig iron from Martha and other nearby furnaces was made into various wrought iron products. In 1836 the mill was purchased by a paper company, which controlled about five thousand acres of land, most of it tidal marsh that yielded marsh grass. The mill made wrapping paper and specialized in the manufacture of the old fashioned "butchers papers" used to wrap fresh meats. By the 1840's the mill was operating with a capacity of about a ton of finished paper a day. Considerable amounts of salt grass on marshes along the lower Mullica River were bought for three dollars a ton and brought on twenty-ton barges to the landing on the Mullica near the mouth of the Wading River. From there it was hauled by mule team to Harrisville.

The process for making paper at Harrisville was cumbersome. The marsh grass was sent to "cookers" in a shed whose floor level was several feet below the ground. There were five vats, ten feet in diameter. Live steam was forced into these containers. This leached out the salts and other soluble material in the grass. The liquid refuse was discharged into a sluice. The partially processed marsh grass was then transferred to large stone vats fifteen feet in diameter, where it was chopped by vertically revolving knives into a pulpy mass. This was then pumped to a storage tank where it was slowly agitated. This tank, twenty-two feet square, was built above the ground surface about ten feet, and lined with stone. The pulp was then processed into a paper of a peculiar brown color, the finished surfaces being calendered by passing the paper slowly over rollers where it was buffed by other rollers revolving in opposite directions.<sup>62</sup>

Before the arrival of the railroad, the finished product was carted by team to the landing on the Mullica River. Barges carried it down to the lower reaches of the river, where it was re-loaded on ships for New York and Philadelphia. In 1861, when the Raritan and Delaware Bay Railroad pushed south across Burlington County, Harris

Station was built about ten miles north of Harrisville. The paper was hauled there through the Pines either by ox-team or mule-team, and was shipped by train directly to market. Despite the advantage of better transportation facilities, the making of paper from marsh grass declined. It was not able to compete with paper made by more conventional methods, which used a foundation material of greater strength and durability. In 1892 the owners finally closed the plant and ended efforts to use marsh grass for paper.<sup>63</sup>

Other uses for salt hay kept it in demand throughout this period. In 1899 a state survey declared that the coastal marshes were yielding thousands of tons of salt hay and black grass, for use as fodder, for bedding in stables, for ice-house insulation and for packing purposes. It was transported on flat boats or scows up the rivers into the interior and was also baled and shipped to the neighboring sea shore resorts and cities, where it was used to help hold down shifting sands where the dunes near the beaches had been leveled off for real estate developments.<sup>64</sup>

In the 19th Century years many flat-decked, shallow-draft hay-scows plied the bays, rivers, creeks, and thoroughfares adjacent to the meadows. Worm-riddled remains of these are occasionally found today in a salt-marsh creek or washed up on a lee shore. For many years a typical example lay on the edge of Inmans Cove, just above Surf City, Long Beach, Ocean County. It was used by two men from Manahawkin to get hay from Main Point. The scow was thirty-three feet long, twelve feet wide, and about three feet from deck to bottom. The deck and sides were two-inch white cedar planks nailed together with 4½ inch square-cut nails. The bottom was made of Jersey pitch pine. In the deck were two hatchways, through which a man could crawl to mend leaks. "And a hell of a job that was," recalled one bayman.<sup>65</sup> The two men on board usually pushed the scow along with a couple of fifteen-foot cedar poles. The



boat was sometimes towed up a creek by one man on the bank while another followed with a pole to keep the craft off shore.

In the earlier 19th Century, when the grass was mowed with scythes, small piles were built over two

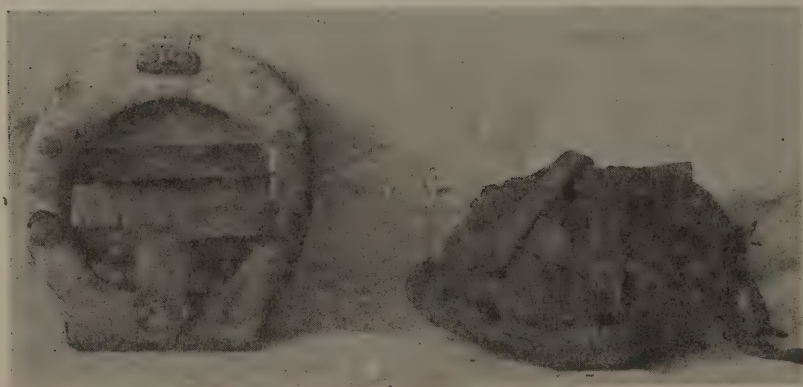
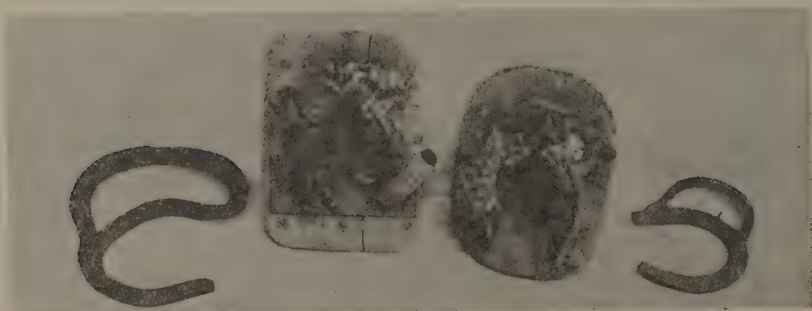


(Courtesy New Jersey Agricultural Society)

### *Salt Hay Gathering Equipment*

parallel poles, which were picked up by two men and carried to a stack or to the scow. Later horse drawn teams cut the grass with mowing machines. Even as late as the '90's ox teams were still being used on the meadows, as shown in the accompanying picture taken in 1896. On the scow are the ox team and a hand press for baling the salt hay. Instead of the single yokes commonly in use, the oxen were accoutered with harness and specially made collars, similar to horse collars, but worn other-side-up. Oxen put to work on the salt meadows were seldom shod, though one local Barnegat blacksmith sometimes sawed horseshoes in two for their use.<sup>66</sup>

When horses were employed on the meadows, their hind feet were shod with leather, wood, or iron "mud-boots" to prevent them from becoming mired. These "mud-boots," types of which can be seen in the photograph on p. 750 served in the manner of snowshoes. A



(Courtesy New Jersey Agricultural Society)

*Mud-boots and Shoes for Horses*

number of layers of heavy sole leather, copper-riveted, were cut to fit the iron shoe already on the horse; the "uppers" came up on the front and sides of the hoof, as shown in the picture at the top left. Heavy straps and buckles held the boot on the foot. One man from Lower Bank, in southeastern Burlington County, who used mud-boots like these, had them made in Hammonton at a cost of nine dollars a pair. The type on the upper right was a thin, castiron shoe about ten inches long and of the same width. These were used on his horse by Edwin Sooy of Weekstown, Atlantic County. Sooy used only one shoe, on the left hind foot of his horse. Other types of mud-boots are also shown on page 750. In the middle picture, on each side, are two outside-loop mud-shoes, used from Barnegat to Tuckerton, and made in the latter 19th Century by a blacksmith in Tuckerton. A heavy iron loop was attached to a regular horseshoe. In earlier years these loops were fixed on a level with the shoes, but it was found they threw the horse's feet out of normal position when he walked. So the loops were bent upward a little, which worked better. Horses were sometimes used as power for hay-baling, as can be seen in the photograph from Barnegat shown below.<sup>67</sup>

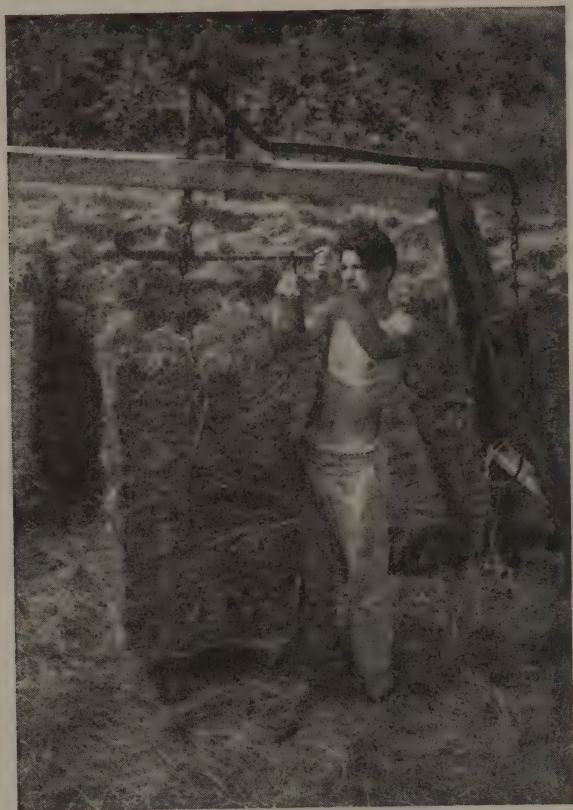


(Courtesy New Jersey Agricultural Society)

*Horse-powered hay-baler*



Until the automobile came into common use, there was a steady though limited demand for salt marsh hay for bedding livestock. In 1906 Ocean County exporters, mainly along the marsh section of Barnegat Bay, were receiving seven dollars a ton for it, baled, at the railroad, and



(Courtesy N. J. Council)

*Weighing Salt Hay, Atlantic County*

at Manahawkin station as many as one hundred tons a week were shipped out during the season.<sup>68</sup>

In the 20th Century, however, large areas of salt meadows became less accessible. The cutting of deep narrow drainage ditches for mosquito control invited

hoards of fiddler crabs to honeycomb the mud at each side, which made the ground dangerous for horses and tractors. In some places this factor, combined with the flow of tidewater, widened the ditches several feet. Elsewhere the turf, piled in a ridge alongside, furnished a lodging place for the windblown seeds of the marsh elder, or groundsel tree, with a resulting barrier of shrubs.<sup>69</sup>

The figures available from census material indicate a decline in salt marsh hay production in the 20th Century. Atlantic County, which produced fifty-one hundred tons in 1910 and twelve hundred in 1920, dropped to three hundred seventy-seven in 1930. Ocean County, with seventy-five hundred tons in 1910, and sixty-one hundred in 1920, produced only thirteen hundred tons in 1930.<sup>70</sup>

#### 6. *"Fisherman-farmers" and the shellfish industry.*

The towns situated near the sea are peopled by hardy fishermen and bay-men. The shore road upon the sea side, which connects Somers' with Leeds' Points, runs through an almost continuous settlement of fishermen-farmers whose neat white houses present a pretty view.

(Description of Atlantic County, 1845.)<sup>71</sup>

Many shore county farmers were part-time fishermen, who supplemented their agricultural income by fishing in the seasons of the year when fish or oysters were obtainable. In fact, one observer referred to the little villages along the sea coast as "amphibian little hamlets."<sup>72</sup> Some commentators maintained that the opportunities of earning extra money by fishing were a detriment to agricultural progress on the shore. One of the most outspoken was a Presbyterian minister who had made a study of the situation on the seacoast. In 1879 he lamented that when a man could in a few hours or a day obtain food to supply his family for a week, he was tempted to spend much of his time in idleness. "The improvidence of the regular bayman is proverbial and to him the cultivation of the land

is too much like hard work. . . . Sons of the ocean, familiar with the excitement of the sea, prefer to plough the waves and not the ground." This critic felt that agriculture provided a steadier livelihood and added that the growing summer resorts along the shore afforded a ready market for farm produce.<sup>73</sup>

Fishing was not only a part-time occupation for the fishermen-farmers, it was also a full trade for a considerable number of the shore dwellers. It was carried on all along the Jersey coast. In the last half of the 19th Century one of the larger fishing centers was the settlement known as Nauvoo, near Sea Bright. It was close to the Shrewsbury Rocks, a well-known fishing ground, and the easy slope of the beach made it a good place to launch boats. After Old Shrewsbury Inlet closed in 1848, fishermen were attracted to this spot. They went down the Shrewsbury River from Branchport and Pleasure Bay, hauled their boats from the river to the beach at Sea Bright and launched them through the surf. In order to save the river trip some of them built shanties and ice-houses on the beach, and the nucleus for the village at Nauvoo was formed. Fishermen came even from Cape May. During one summer season in the mid-1880's about 250 boats are said to have fished regularly there, each manned by a crew of two and each taking an average of 150 pounds of fish a day. The fish were caught from the anchored boats with hook and line, with menhaden used as bait. They were cleaned on the homeward run, loaded into barrels, with ice, and shipped to New York or down the coast. There were also pound nets in the vicinity of Nauvoo, in which bluefish, bass, weakfish, blackfish and other varieties were caught.<sup>74</sup>

The most important specialty crop from the sea in this period was oysters. Oyster gathering gave shore farmers an opportunity to gain an extra cash income from part-time work. Many men both farmed and carried on an oyster trade. The vocabulary of the oyster operative in-



cluded many words used in agriculture. According to the 1888 Report of the State Agricultural Station, there were men on the coast who called themselves "oyster farmers," who "cultivated" oysters on "farms," who "sowed" oyster "seed" and "planted" and "transplanted" oyster "plants," who let their ground "lie fallow" to rest now and then because it had raised so many "crops" as to be exhausted, who had to "survey their land" and find the "corners" and "fence" it though it be under water; who held such and so many "acres," who after having "harvested" a "crop," had to drag the "field" to clean it preparatory to receiving the new "seed," and even had to "mow" it with a genuine submarine "mowing machine."<sup>75</sup>

Oyster beds were planted in various portions of the shore region, in the Maurice River Cove, and in Delaware Bay off Cumberland County. Oysters had been gathered since colonial days,<sup>76</sup> but oyster planting did not begin until the mid-19th Century. It was first practiced in the Raritan Bay area in the 1840's and the procedure was gradually extended to the oyster fields farther south.<sup>77</sup> In 1874 a Newark newspaper referred to the "great beds at the mouth of the Raritan, now staked by private individuals," one and one-half miles long and the same width. Up to forty years before they had been natural beds. Later oystermen had staked off claims to some of the beds for their own use. The article stated that it was possible that the legislature would consider laws looking to the better preservation of oysters in the beds, and the exclusion of everyone except the proprietor from the bed he had staked out.<sup>78</sup>

By 1880 the industry had become important in the livelihood of a number of shore county towns. In that year it was supporting four hundred families in and near Keyport, on Raritan Bay. On the Atlantic Ocean shore, and not including the Delaware Bay development, 853 men were listed as oyster planters and shippers, and

150 as hired men. The total number of families in the state primarily supported by the oyster industry amounted to nine hundred, and the value of the oysters sold annually, to \$310,000.<sup>79</sup>

Tuckerton, in Ocean County, was another oyster center. This small village on Little Egg Harbor had a population of 1,881 in the 1880 census and according to a contemporary account a thousand of these lived by means of oyster fisheries with little outside resources. It was the one industry that kept the town going.<sup>80</sup> This was still true in 1900, when a local history described Little Egg Harbor as "largely covered with oyster plants in various stages of growth and development."<sup>81</sup>

Oystering was also of great importance in the villages north of Tuckerton. In 1881 about 250 families in this section were reported as living on the proceeds of oyster gathering. In West Creek and Manahawkin alone about 175 families found this their means of livelihood. By 1899 all the "easily available" planting grounds in Barnegat and Tuckerton Bays had been staked off and planted with either native or with Virginia oysters. The latter were then being imported in large quantities. From 1893 on the State of New Jersey aided in raising seed oysters for the planters by appropriating funds each year to re-shell the old oyster beds which had become depleted by the activities of two centuries of oystermen's work.<sup>82</sup>

In the shore section of Burlington County at Bass River on Great Bay, the mouth of the Mullica, about seventy-five families lived from oyster production, and in Atlantic County at Port Republic, nearly 500 sailing vessels and 750 small boats were employed in oyster gathering by the early 1880's.<sup>83</sup>

The industry was also an important sideline activity in Cape May County, although oyster planting did not begin there until the latter 1860's. By the early 1880's it was said that every man who lived along that portion

of the shore was more or less concerned with oyster planting, though it was mainly part-time work. In two townships along the eastern water front of the county, for instance, there were thirty oyster planters, but each of these also conducted a farm.<sup>84</sup>

The industry continued to expand in the 1880's. According to a state report in 1886 more than five thousand acres were planted to oysters. About one-half were in the neighborhood of Keyport in Monmouth County, on Raritan Bay, which was not then polluted. The vicinity of Tuckerton was credited with 528 acres and the Absecon area in Atlantic County with 360. Other locations included the Shrewsbury River section of Monmouth County, with 232 acres; Barnegat Bay with 296 acres, and Great Bay, at the mouth of the Mullica, with 296. Smaller beds were reported in Lakes Bay, which had 166 acres; Ludlams Bay, with 64; Great Sound, with 61; and Leaming and Townsends Bay, with 116.<sup>85</sup> The Maurice River Cove section on Delaware Bay, off Cumberland County, ultimately became the most important center of oyster production. Especially favorable oyster-growing conditions obtained there and by the latter 1890's it had become the center of the industry. Of the 12,288 acres listed as improved for oyster culture in 1896, 7,239 were in the Delaware River and Maurice River Cove.<sup>86</sup>

State supervision of the industry began toward the end of the period. In 1899 a state Oyster Commission was created for the Delaware and Maurice River Cove region, where the industry worked under crowded conditions. The first important state appropriation was made in 1901, when \$25,000 was set aside for the protection of the industry and for increasing natural oyster seed. Soon after that a station was established at Spotwater Creek, four miles south of Tuckerton, for the scientific investigation of the oyster. Eventually most of the state's activities in this field centered in the Maurice River Cove, where a permanent station was established at Bivalve in



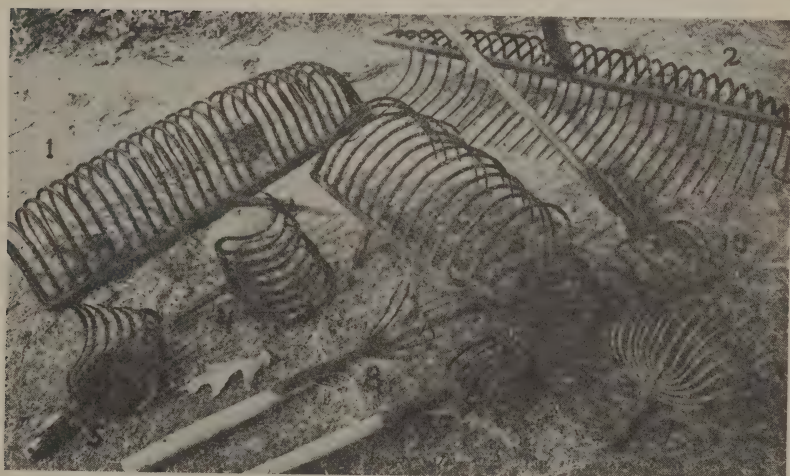
1923.<sup>87</sup> The demand for protection for oyster planters resulted in the passage of an act in 1902 to lease the ground under water to them, thus putting the business on a firm footing.<sup>88</sup>

Oyster culture involved time-consuming work and necessitated a knowledge of the difficulties to be encountered. The labor of planting oyster seed ended about the end of May, and the oyster beds were watched just as plantings of land crops were. One natural enemy which could not be guarded against was the borer. Oyster gathering usually began in September. One method was by "tonging" from small boats. Another, practiced by sloops, was by casting a dredge overboard and cruising back and forth gathering oysters and drawing them aboard.<sup>89</sup>

Oyster implements used along the shore in this period included a variety of gadgets. In the accompanying photograph are shown oyster tongs used by oystermen at Tuckerton in the '80's. They were somewhat like two long-handled garden rakes fastened together, facing each other, by a pin through the wooden handles two feet or more back from the iron head of the bar that the teeth were on. The head, or crossbar, of each side of a pair of oyster tongs was made of iron or white oak, but the sharp teeth, about two inches long, were of steel and set one and three-quarters inches apart in the bar. The bar was about thirty-five inches wide and had eighteen teeth. Above the bar were several slender "bows,"—thin, slightly bent rods, often of brass, which kept the oysters from spilling out. The long thin wooden handles of the tongs were straight, somewhat flattened poles made of long-leaf pine from the Carolinas. They were from ten to thirty-five feet long and pinned together to open and close like scissors. The tongs were thrust down, with their jaws open, over the side of the boat and jabbed into the bay bottom repeatedly, or until the oysterman felt they contained enough oysters to bring up and dump



*Oyster tong heads sixty years old, from  
"Woody" Horner, of Tuckerton*



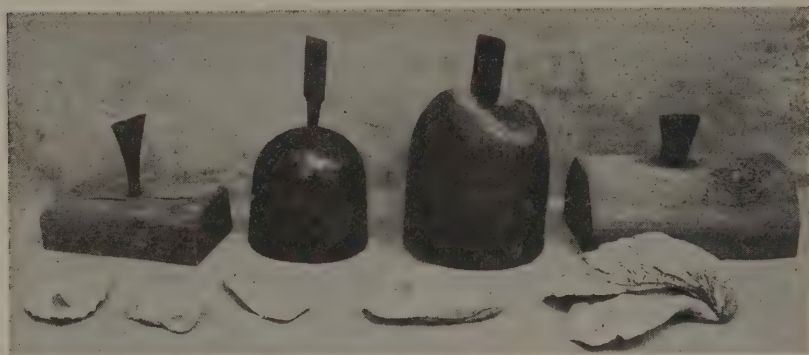
*Clam and oyster rakes*



(Courtesy New Jersey Agricultural Society)  
*Two Shinnecock clam rakes from Long Island*

into the boat. Skill and endurance were needed to continue this work for any considerable time.

After being brought ashore, the oysters were opened or "shucked." Tools peculiar to that purpose were de-



(Courtesy New Jersey Agricultural Society)

*Oyster tools and shells*

vised through long years of experience. Many a professional opener could shuck 3,500 oysters a day. He worked at a bench which had a hole in the right side of the top,



while at the left stood a block of wood with a short chisel-like piece of iron set in its top. This was the breaking block. Beyond it stood a bucket. The oyster was held in the left hand with its lip or "bill" over the edge of the iron. The shucker then gave it a sharp blow with a breaking hammer, one of which is shown at the right lower side of the accompanying photographs. The breaking hammer was held with the knife in the right hand. The sharp blow broke off a bit of the shell at the bill or growing edge.

The hammer was then dropped on the bench and the knife blade, examples of which are also shown in the picture, was inserted into the break. A quick twist cut the "eye" or muscle, the top shell was pushed up, the oyster flipped into the bucket and the shells dropped through the hole in the bench into a basket below. Some shuckers eliminated the hammer and cracked off the lip by a blow with a heavy all-steel knife. Others preferred to use the "stabber," also shown in the picture. This was a short, thin steel blade set in a short, plump wooden handle. The stabber was thrust in along the side margin to cut the strong adductor muscle of the oyster.

Examples of the wooden oyster blocks used by shuckers around the turn of the century are shown in the upper picture. The third block from the left is a seven pound piece of *lignum vitae* which was used by Oscar Ridgway of Waretown. It is worn down to the depth of an inch at each side of the breaking-iron on the top. The oyster block at the extreme left is made of oak. In the foreground are shown different oyster shells from Barnegat Bay. The all-steel knives in the foreground of the lower picture range from seven to nine inches long. The smallest one, on the left, made by a blacksmith of Tuckerton, had the usual flattish handle and a thin blade, each about equal in length. The heavist knife shown came from Red Bank in Monmouth County. The specimen on the right, with a tapering, pointed blade, was

made from a thick rectangular file and came from Ware-town, in Ocean County.<sup>90</sup>

"Catching" clams was also a source of income for people all along the shore. The business reached its highest proportions in Ocean County. In 1889 the equivalent of a carload of 60,000 clams for each day of the year was shipped from Tuckerton alone. Monmouth County also had clamming centers. One was at Parkertown near Navesink, which in 1889 was called "an odd little hamlet whose population is engaged in clamming." Parkertown citizens pursued the clam afoot and afloat. In treading, the clammer waded waist deep with a boat in tow. When he felt a clam he seized it with his toes and slid it up his other leg until he could reach it with his hand. "Chugging" for clams was an operation performed in deep water with a rake of forty fine steel teeth, attached to a thirty foot pole. The bobbing motion of the rowboat on the waves and the drift of the boat with the tide caused the rake to bury itself in the sandy bottom. When the teeth struck against clams a gritting sound travelled up the pole and the clammer hauled the rake up and dumped the catch into his boat. A number of Parkertown women and girls treaded for clams, but as a rule the "female element" was engaged in opening and stringing them.<sup>91</sup> The methods of gathering clams were much the same all along the coast.

The implements used in clamming were similar to those used in the oyster industry. Most of the tongs, rakes and spears were forged by local blacksmiths. Clam tongs have only sixteen instead of eighteen teeth, and some of the old ones have only ten.

The type of clam rake used in the latter 19th Century in Barnegat is shown in the bottom of the picture on page 759. They were called Shinnecock rakes, the name coming from Long Island. The rake was heavy, with steel teeth curved down in semicircles, welded to an iron bar which had a short shank extending back from the

center. This shank was attached to the end of a round pine shaft by means of an iron ring. The shaft varied from ten to twenty-five feet long and had a cross bar at the upper end for gripping with both hands. In operation the rake was dragged through the sand of the bottom from the back of a small boat, raking out the clams, while the boat drifted slowly forward with the tide. A special type of pick-up rake is shown in the middle picture on page 759, No. 10.

The character of the bay bottom varied in different places. If it was hard-packed, a stout rake with teeth so set that they penetrated shallowly was used. For a softer, muddier bottom the clammer used a rake with long, slender, less-curved teeth that would go deeper without halting the drift of the boat. That type was built by Horace Erickson, a Barnegat blacksmith who died in 1916. Some of his rakes are still in use. One of these is shown in the same picture, No. 3.

The 20th Century brought new influences to bear on specialty crop production as the auto and the truck began to change the mode of life. Although the railroad was a predominating factor in the shore counties throughout the last half of the 19th Century, the horse continued to be used for local transportation until well into the next century.





## CHAPTER XXIV

### THE TURNPIKE AND THE HORSE

While these turnpikes are a great improvement and should be encouraged and kept up, still they should be compelled to live up to the requirements of their charter. Of late years, many have been suffered to get out of order. . . . Bad roads are a great disadvantage, but when it comes to paying for the privilege of riding over miserable roads, the people ought not to submit for a moment to such imposition.

(Criticism of condition of turnpikes, 1887).<sup>1</sup>

In 1850 roads in the Jersey shore counties were not much better than they had been in colonial times. In the next half century the first organized efforts at improvement were made with some good results. During these years toll roads replaced most of the old highways serving areas which the new railroads did not reach, but the great era of road improvement did not come until the 20th Century. A discussion of the rise and decline of the turnpikes, with a description of horse-and-buggy days completes the investigation of life in the region in this period.

The origin of the term "turnpike" goes back to early days in this country and in Europe, when the first privately chartered highways were built. Stretching across the road at the tollgates were bars which were hinged at the end opposite the tollhouse and counterbalanced so that they could be raised and lowered, or turned to one side, at a touch of the gatekeepers' fingers. In the earlier years these bars were fitted with sharp points or pikes designed to hold back approaching vehicles, to make sure the toll would be paid. Originally the road itself was not the turnpike, but eventually it was so designated. The word was later shortened to "pike," and many through highways are called pikes today, as the Black Horse, the White Horse, and the Marlton Pikes. The cross-

state New Jersey Turnpike, opened the latter part of 1951, keeps the full name.

### 1. *The turnpikes.*

Fifty years ago, the roads were little more than beds of sand.

(Recollection written in 1897.)<sup>2</sup>

As early as 1847 a few enterprising citizens in one section of Burlington County, despairing of state or county assistance, organized a movement to improve some of the main roads in the region by the use of voluntary labor. A force of teams and laborers were gathered to try to cut down the steeper rises in the roads and to cover the sandier portions with gravel, clay, or loam. The average worker at that time was ignorant of the most elementary principles of road making. In fact, very few had even seen a good gravel road. One group of the volunteer workers became involved in a hot argument over the best type of material to be used. Some urged the use of clay and others argued for a special type of loam found nearby. Since neither side would give in, part of the road was covered with clay and part with loam. Neither material was of much value for road building.<sup>3</sup>

The era of turnpike building was almost over in northern New Jersey by 1850, but the first one in the shore counties was not built until that decade. Prior to the Panic of 1857, much interest was aroused in the suggestions for the construction of plank roads instead of gravelled turnpikes. Of the four counties under consideration, the only one in which any of these were actually built was Monmouth County.

The first one proposed was a road from Keyport, on Raritan Bay to Florence, on the Delaware in Burlington County, where it would connect with the steamboat to Philadelphia. In 1851 a brochure was issued by the Florence and Keyport Plank Road Company stating



the reasons for building such a road. It stated that a "monopoly of the use of steam is an absurdity," and declared that railroad transportation was too high. A plank road from Florence on the Delaware to Keyport on Raritan Bay, not far from New York Bay, would break the monopoly of the Camden and Amboy Railroad across the state of New Jersey, and bring down the cost of rail transport.<sup>4</sup> Only two miles of this road, from Union, below Keyport, west, had been built when the company met financial difficulties and abandoned its plans.<sup>5</sup>

The most ambitious plank road to be entirely within the county was planned to go from Keyport to Freehold, but only a mile or two of plank was ever laid. The promoters had a franchise to use the old highway, but they met with considerable local opposition. The road was improved and the toll gates put up, but some of the land owners along the route thought their liberties had been infringed upon when they were required to pay toll for riding on a road their fathers had built through their own lands. To assert their rights a number of them, armed with axes, publicly cut down the gates between Freehold and Keyport.<sup>6</sup>

A turnpike, part of which was plank road and part gravel, was built in the early 1850's from Freehold to a point near Blue Ball for the accommodation of the marl wagons from the Squankum pits. Long lines of wagons and teams could be met almost any time between Freehold and "Our House Tavern." The construction of the Freehold and Squankum Railroad caused the decline of the traffic and financial troubles to the turnpike company.<sup>7</sup>

Most of the claims made for plank roads were not exaggerated. Prior to roads of asphalt and concrete they were the smoothest highways built. They cost about \$1,800 a mile, depending upon the price of lumber and whether or not the road-bed had been graded. The flooring was usually made of planks three inches thick laid crosswise to the road. It rested upon sleepers or stringers

from three to five in number. The stringers were buried lengthwise in the roadbed, with their upper surfaces flush with the earth. To reduce wear, the planks were generally covered with a thin layer of sand or gravel.

The roads were planned to be thirty-two feet wide, but most were less than half that width and often it was so difficult to pass that wide wagons had to go off onto the poorly graded dirt shoulder of the road to pass another vehicle. In fact, most of the plank roads were so narrow that the drivers of any four-wheeled conveyances were warned that they must put two wheels off the road if they had to pass another vehicle.<sup>8</sup>

The weakness of plank roads was their high rate of depreciation. It was first believed by the builders that the planked surface would not need replacement more often than once in ten years, but the period was rarely longer than five years. Excessive wear was caused by heavily loaded wagons, but the real menace was the decay of the wooden planks, for the flooring was half-buried in the earth and almost always damp. In places where the drainage was poor, the roadway deteriorated even more rapidly. Few plank road companies had a large enough volume of traffic to meet the replacement costs.<sup>9</sup>

Although most of the projected plank roads never reached beyond the planning stage, many gravelled turnpikes were built, usually over the old highways. Among those in Monmouth County was one built in 1857 from Red Bank to Shrewsbury village. In the following two decades a number of other companies were chartered and turnpikes were constructed to most of the towns of any importance in the county.<sup>10</sup> In 1871 an important toll bridge was completed when a drawbridge was erected over the Shrewsbury River between Highlands and the Sandy Hook peninsula. It cost \$35,000, a large sum in those days. A schooner ran into it July 1, 1875, and disabled it. It was repaired, but was not a financial success because of lack of traffic. It was sold on foreclosure pro-

ceedings and rebuilt in 1878. Later the county bought it and made it a free bridge.<sup>11</sup>

Turnpikes were also built in the other shore counties. One of the longest toll roads to the coast, and the first one to reach there from the Philadelphia area, was the road which connected Tuckerton with Medford in interior Burlington County. This became a popular route to the shore.<sup>12</sup> In Cape May County the most important pike was the one constructed in 1857 and 1858, connecting Cape May with Cape May Court House.<sup>13</sup> A parallel road to this, called the "Shun Pike," is mentioned in the following section.

The longest turnpike in Atlantic County was chartered in 1852 under the name of the Camden and Atlantic Turnpike Company. It was given the right to build a plank road from Haddonfield through Long-a-Coming, Winslow, Hammonton, and Weymouth. The plank road was never built, however, as the railroad began functioning in 1854.<sup>14</sup> Before the railroad was completed, the White Horse Pike Company was formed to build a toll road from Camden to White Horse Tavern in what is now Stratford, in Camden County. This road was gradually extended southward and eventually reached Atlantic City as a toll highway.<sup>15</sup>

Locally more significant was the highway chartered by the Legislature in 1853 to extend from Pleasantville to Absecon Island. The trip before the road was built was a tedious one, necessitating the use of a boat to get from the mainland to the Island. It was first proposed to build a plank road, but it was felt that the upkeep would be too high and the damages caused by winter storms would be excessive.

Many difficulties had to be surmounted in building the road. The small ponds in the swamp meadows were filled with sod dug from the sides of the road and carted by wheelbarrow. Gravel was carried from the mainland to the salt meadows and put down to a depth of eight

inches. This did not prove satisfactory, for the salt meadow turf rotted and it was found necessary to buttress the roadway with small pine poles, which were placed butt to butt to make it smoother. Heavy piling was used over the creeks to form low bridges under which the tide could flow in and out.

The turnpike extended five miles across the meadows. At the end near Atlantic City it cost \$2.50 per cubic yard to bring in the gravel. A bridge high enough to give sufficient clearance for small boats to pass underneath was built over Jonathan's Thorofare. For the larger Beach Thorofare, later a part of the Inland Waterway, it was necessary to construct a drawbridge for sailing boats at a cost of \$9,000. To drive the piles for this bridge a home-made pile driver was devised, the hammer of which was made of white oak and weighed 620 pounds. It was operated by ten men pulling a line which hauled it up to a "trip-it" and dropped it down on the wooden pile. Stringers of native pine were used in the structure.

The company was allowed to charge two cents a mile for every carriage, one cent for a horse and rider and one cent for every dozen calves. The road was a success and the turnpike company continued to operate it until 1902, when it was sold to the Atlantic City and Suburban Railroad Company.<sup>16</sup>

## 2. *The toll-houses.*

"Why is a toll gate like a dead dog's tail?"  
"Because it stops a wagon."

(Riddle current in the latter 19th Century.)<sup>17</sup>

The toll-house and the gate-keeper were established institutions in the 19th Century. The toll-houses were recognized as good locations for posting hand-bills and for general advertising, since many people stopped there daily. Many gate-keepers were remembered with fondness for their ready interest and their sympathy in all neigh-



borhood affairs. They were a part of the life of the villages and towns on either side of the toll-gate. At the gates on country roads there was little of the hurry and bustle that was found on pikes leading to large cities. Great loads of hay, market wagons filled with vegetables, light buggies, road carts, and the stylish turnouts of well-to-do villagers went through the gate and all stopped briefly for their passengers to chat with the gate-keeper and his wife.<sup>18</sup>

The life of the gate-keeper was not easy. He and his family usually had to live at the toll-house, and his was a twenty-four hour job. He never knew after he went to bed how many times he would be aroused during the night by late travellers who were barred by the locked gate. In some cases the gate was thrown open after sunset for free evening passage.<sup>19</sup> If the travelling public in the neighborhood showed themselves to be honorable and paid the toll the next time they passed by, the gate continued to be left open at night. If the keeper had trouble with a few "running the gate" he would have to keep it closed. The pay was low. At one toll-house, which was admittedly not a busy one, the keeper in 1869 received only a dollar a week for taking toll from early morning until late at night.<sup>20</sup>

When the turnpikes were first opened, the public willingly accepted the delay and annoyance of stopping at each of the gates to pay charges for the use of what was at first a much superior road. As time went and the companies either became careless or indifferent to the conditions of their respective roadways, the travelling public began to rebel. Then began an era of attempts to evade the payment of toll charges and the advent of struggles between the toll gate-keepers and the wagoners.

Countless schemes were devised to pass through or around the gates without paying tribute and altercations and even fights ensued. It was not an uncommon sight to see ten or a dozen wagons blocked at a closed gate while

the keeper and some enraged traveler argued as to the justice of the charge exacted. When the gate was finally opened to allow the leading wagon to pass, a mad rush would be made by those directly behind to get through before the gate could be closed.<sup>21</sup>

Another favorite means of avoiding toll was to go around the gate through an open field. In Cape May County one road parallel to the turnpike, a back road up the cape on the bay side, became known locally as the "Shun Pike." Drivers often detoured to the "Shun Pike" and came back on the turnpike after they had passed the toll-gate. The "Shun Pike" was a very poor road. According to one authority it was "little more than a cart path and led through dense thickets of scrub oak, blackberry and wild grape vine."<sup>22</sup> Chiselers caused the toll keepers all kinds of trouble. Sometimes the toll houses had to be moved because so many potential customers were "going around" the gate.<sup>23</sup>

The attempts to avoid paying toll gave rise to the adoption of punitive measures by some of the turnpike companies. According to the minutes of one concern in the 1850's it was agreed "if any person with his carriage, team and horse, turn out of the road to pass a gate . . . on private ground adjacent thereto, and again enter on the said road, so as to avoid the toll . . . such person or persons shall forfeit and pay three times as much as the legal toll would have been for passing through said gates, to be recovered by the said company . . . with costs of suit."<sup>24</sup>

### 3. *The decline of the turnpikes.*

The turnpikes . . . are . . . in the most wretched condition—worse than the common roads . . . by far. The Companies, notwithstanding, continue to exact toll, in clear violation of their acts of incorporation. Our wonder is that they have not been prosecuted long ago.

(Newspaper item, 1861.)<sup>25</sup>

For a number of years the services offered by the turnpikes was felt to be worth the charges they demanded. The greater loads which wagons could carry on better roads made paying the tolls worth while. One observer recalled that prior to the mid-19th Century, twenty-three baskets of produce, holding three pecks each, constituted a two-horse load. One ton of hay made a good load for four horses under the road conditions which prevailed. On the new turnpikes teams which had carted twenty-three baskets could take sixty.<sup>26</sup>

As the condition of the turnpikes worsened, public sentiment underwent a change. It was claimed that the toll roads failed to answer the need for an all-year-round highway. Even though considerable money was expended for turnpikes they were declared awkward and uncomfortable for the traveler. They were not plowed out in winter snow storms and in spring and autumn the mud was hub-deep.<sup>27</sup> Although the roads were usually scraped after a rain, the tendency to pile an excessively high "crown" in the center aroused frequent protests. The turnpike companies were often criticized for not keeping the roads in repair and for charging unreasonably high rates for such poor roads.<sup>28</sup>

A few companies were more lenient on the public when the roads were particularly bad. On one turnpike at least, when the road was in bad shape and the mud nearly to the hubs, the toll was taken off and the gate left open, so that everybody could go through without stopping to pay their pennies.<sup>29</sup>

Sentiment against the turnpike companies increased in 1868 when the basic toll rate, which had been fixed by the State in 1849 at one cent a mile for a carriage drawn by one horse, was raised to one and a half cents a mile, with extra charges for additional horses.<sup>30</sup> On certain local roads even higher rates could be charged. At Long Branch, for instance, a private company operating the Broadway Turnpike raised its toll in 1875 and resentment

against this company reached a new height. The public objected to the two cent charge to pass from the Upper Village of Long Branch to the Lower Village, not only because it was a nuisance, but also because of the poor condition of the road. A mass meeting was held in the Opera House of the Upper Village and the authorities were empowered to purchase the turnpike charter for \$7,000. Within a few months the ending of the toll charges was celebrated by a group of schoolboys who hauled away the little tollhouse and dumped it in a swamp on Morris Avenue.

Unfortunately, the problem of getting a better road was not immediately solved by public ownership. Throughout the decade of the 1880's the condition of the road was a steady source of irritation. In 1891 Broadway was described as a "veritable mud-hole." There were no sidewalks and no gutters. The extent of conditioning was to shovel the mud to one side to make cross walks for pedestrians. Indignation meetings failed to produce any results and finally one local company decided to try a spectacular stunt. A fisherman's pound boat was hitched to a team of horses and hauled with ease down the entire length of Broadway. This kind of publicity worked. In the same year the town began to pave the street with stone and the work was completed the following year all the way to the ocean.<sup>31</sup>

The change in public sentiment toward the turnpike was reflected by the legislature in its movement to make all roads free for public use. Special acts were passed sanctioning the abandonment of turnpikes which were losing money, and general laws were enacted by which the state offered to pay one-third of the cost of a toll road. A law passed in 1897 specifically stated that whenever the owners of two-thirds of the land fronting on any turnpike toll-road petitioned that such a road be acquired for free public use and where they were willing to pay ten per cent of the entire cost of such a road, the Governor



was to appoint five commissioners to determine the fair and just value of the road. The state was to pay one-third of the cost and the county the balance, fifty-six and two-thirds per cent. By 1902 there were not more than fifty miles of toll roads in the state, principally in the counties of Burlington, Camden and Gloucester.<sup>32</sup>

Another factor which paved the way for ending toll collections was the increasing competition from the growing railroad net. During the last quarter of the century the turnpikes began to succumb to railroad competition, as those in northern New Jersey had done in earlier decades. A number of railroads in the shore counties were built nearly parallel to turnpikes, with disastrous results to the latter. The situation made the stockholders in turnpike companies more ready to dispose of their interests to the counties.<sup>33</sup> The turnpike and toll charges were to return to the state in the mid-20th Century, as traffic congestion made necessary new and expensive facilities. At this time, however, the turnpike was under public ownership.

The movement for free improved roads was begun in the last quarter of the century. One state official reported as early as 1872 that the public was clamoring for good gravelled roads that could be used all the year. The cost in the shore counties, he estimated, was from \$1,000 to \$3,000 a mile, depending upon the expense of draining, forming, and gravelling.<sup>34</sup> Little was accomplished, however, before the last decade of the century.

The first major step in the assumption of state responsibility for highway improvement was taken in 1892, when the legislature passed the State Aid Road Law, which provided for the betterment of public roads under the authority of the County Board of Chosen Freeholders. The latter was empowered to make surveys and have specifications prepared for the construction of a macadamized road, a telford or other stone road, or a road of gravel, oyster shells or other good materials, which would,

with reasonable repairs, be firm, smooth and convenient for travel at all seasons of the year. The board was authorized to transmit bids for such roads to the State Commissioner of Public Roads, who could approve of the specifications, under certain restrictions. One third of the cost of all roads so constructed was to be paid out by the state treasury, but the funds available were distinctly limited. In 1895 only \$150,000 was appropriated for roads. If the aggregate estimates exceeded the state fund, the amounts were to be apportioned among the counties of the state in proportion to the cost of the roads constructed for such purposes in each county. Thus the less financially secure counties, which needed the most state aid, received the smallest amount.

By the turn of the century, according to a report made for the year ending October 21, 1901, Monmouth County had only 37.2 miles of improved roads. The county had devoted its available money to buying up the toll pikes. Twenty miles of roads which had been toll roads for more than thirty years were acquired, involving an outlay of \$40,000 entirely independent of state aid. In 1901 there were 17.45 miles of improved road under construction in the county.

In Ocean County no improved roads had been completed, but ten miles were in the course of construction, mostly near Lakewood. Atlantic County had thirty miles of gravel roads and three miles of stone roads built with state aid. A further nineteen miles were built in 1901. In the same year Cape May inaugurated a system of road improvement by beginning the construction of a boulevard of gravel, twelve miles long, from Cape May to Cape May Court House. At the same time about two miles of gravel road was being built in the resort of Ocean City.

The cost of improved roads in Monmouth County was approximately \$2,700 per mile; in Ocean County the cost was less than \$1,900 per mile; Atlantic County, about \$1,000 a mile, and in Cape May County, where, according

to a contemporary account, "nature had already practically made the roads," the cost was around \$300 per mile.<sup>35</sup>

#### 4. *Horse and buggy days.*

Processions of farm wagons pass along the street, driven by teams of fine horses that the people pride themselves upon and loaded with hay or straw or with baskets of fruit and other farm produces. Phaetons, buggies, family carriages, and not infrequently the more conspicuous village cart and the more elegant private turn-out add liveliness to the movement.

(Village street scene, 1886.)<sup>36</sup>

Despite the spread of the railroad network, the horse continued to be a part of everyone's life, for until the automobile came into general use it provided the only means of transportation for short distances. While the stagecoach succumbed to railroad facilities, the horse and buggy continued to flourish well into the 20th Century and around them centered various activities already almost forgotten, such as the wheelwright shop, the blacksmith, and the livery stable.

The horse had been esteemed from the early history of the Jersey shore. As early as 1648, when Gabriel Thomas published in London his description of "West-New-Jersey," he observed that the inhabitants had "great Stocks of Horses" and "Their Horses are very hardy, strong and of good Spirit for Labor or Travelling. They commonly go unshod (which in many Years saves much Money.)"<sup>37</sup>

The horse was not merely a work animal, he offered opportunities for recreation. The countryman drove to town; the villager took drives into the country; the sportsman rode astride; and the young bloods raced their fast steeds. The horse was an indispensable part of everyday life. All farm work and road work was dependent upon him. Horse power on the treadmills sawed wood and threshed grain. In fact, practically nothing was done without the horse.<sup>38</sup>

A good horse was a source of great pride, a center of discussion and thought. A letter to a local newspaper written in 1873 viewed the horse "from a woman's standpoint." The writer admitted that women loved a beautiful horse, but added, "when they have listened for an hour,



(Courtesy R. A. Pittenger, Asbury Park)

*Horse Omnibus, Asbury Park Station Plaza in 1908*

as the men-folks talk, they weary of the theme. . . . Almost every evening, they hear only . . . about this sorrel colt and that bay mare and the other sorrel colt." The women talked among themselves of babies and books, of dress and housekeeping, but it seemed to this piqued housewife that the men thought of nothing but who drove the fastest horse in the county and all longed for the day when they could be that man.<sup>39</sup>

Many who were forced by circumstances to sell their horses preferred to let them go to a low bidder who he thought would give his pets a good home, rather than to a high bidder who might abuse the animals. "When a man raises a colt and has had it for twenty-four or



twenty-six years, he hates to sell it," concluded one elderly man sadly as he watched the auctioneer who was disposing of his property for him.<sup>40</sup>

Horses were sometimes abused by thoughtless drivers, arousing the indignation of lovers of the animals. So frequent were the diatribes against careless drivers that in 1873 one South Jersey newspaper felt constrained to publish a series of pointers on how to drive correctly. "There should never be any pull on the horse. . . . A steady pressure is allowable, probably advisable."<sup>41</sup>

Horses often ran away, especially when frightened by some unexpected sight. The newspapers of the period are full of tales of accidents caused by runaway horses, although they were not so numerous nor so serious as accidents caused by automobiles today. A typical one is an item published in 1874 under the heading of "Miraculous Escape," to the effect that "On Monday week, a team of horses was standing in the street . . . when they took fright and rushed madly through town. They turned down a lane where R. M. Ware, Esq., was standing. He made a rapid movement to avoid being struck but was too late. He was knocked down, the wheels passing over his breast and stomach and cutting his hat in two. But it is most singular that he sustained no internal injuries and is able to prosecute his business without the least inconvenience."<sup>42</sup>

All kinds of vehicles designed to be drawn by a horse were available, at varied prices. The smallest, and usually the cheapest, was the sulky or gig, which were practically nothing but a seat slung between two high wooden wheels. A sulky held but one person; a gig carried two. Neither had a top of any kind. A Dearborn was a light carriage with four wheels; the "coachee" was a coach-like vehicle built high from the ground, with rolling side curtains instead of panels; the four-wheeled chaise was a light carriage, usually topless, drawn by one or two horses; the phaeton was a light four-wheeled buggy with one or two

seats open at the sides, and with or without a top. The coach was a closed vehicle for four or more horses with seats on top as well as inside. A chariot was a light coach with only a back seat for passengers, the driver riding in front.<sup>43</sup>

The beauty and breeding of his horses and excellence of his carriages "marked the man," as the one automobile company advertises about the ownership of one of its models today. A smart equipage was the subject of a special item in one newspaper in July, 1881. It had made its appearance in town on the previous Tuesday evening, and was described as built after the style of an English riding cart. Altogether it was "quite nobby." "The arrival of such an institution ought to be noticed," concluded the article, "It is owned by Mr. Will Flanigen. . . . A man whose tastes and experience qualify him to select such a gig should not be permitted to hide his light under a bushel."<sup>44</sup>

Every farmer owned one or more horses, but a smaller proportion of the population in the towns and villages owned horses than own cars today. A horse required more space and a great deal more time and labor than an automobile does. It may be open to doubt that it cost relatively any more to stable and care for a horse than to own and drive a car, but the standard of living of the general population was much lower then than now.

Men of means built spectacularly fine barns. One de luxe barn, forty by fifty feet square, of mansard design, built in 1877, was described as "without an equal in West Jersey in respect to the excellence of its arrangements and convenience." Two stories high, it had stalls for eleven horses, room for twelve carriages, and mows whose capacity for hay was thirty tons. On the first floor there was a harness and a repair room. Facilities were provided for watering a span of horses "whether attached to the carriage or not." Hay and grain could be dropped from the second floor by means of "wooden chimneys," emptying

in the feed pots and hay racks,—a real labor-saving device.<sup>45</sup>

There was a public livery stable in every village of any size. Here one could hire one horse harnessed to a buggy, the "favorite rig for young folks," or a larger carriage with two horses. Travelling salesmen would come into town by railroad and then "hire a rig" to take them out to the smaller surrounding towns. The rates for this were reasonable. Often out-of-town visitors would have their horses fed and watered and their carriages stored in the local livery stable. Many persons kept their driving horses there.<sup>46</sup>

One large livery stable in a South Jersey town in the 1890's was 137 feet long, with a capacity for thirty-two horses. In the rear were stables fitted with box stalls which were used for the accommodation of trotting stock. A blacksmith and a wheelwright shop were connected with the establishment.<sup>47</sup>

The wheelwright shops more often occupied separate buildings and were run independently. They were wagon factories as well as repair shops. Even in the second quarter of the century a number were listed in the census returns, especially in the interior South Jersey counties where many shore people purchased their carriages or had them repaired. According to the 1840 Census, for instance, the number of men employed in the manufacture of carriages and wagons were 195 in Burlington County and 118 in Gloucester County, which then included Camden. None were recorded in Atlantic County, which had but three years earlier separated from Gloucester County. Thirteen were listed in Cape May County and Cumberland County, to which some Atlantic and Cape May County residents went to trade, reported twenty-two.<sup>48</sup>

The wheelwright shop was an important village institution in 19th Century days. It was a very busy place, with its woodwork for carriages, wagons, plows, harrows, threshing machines, corn-shellors, and wheelbarrows. The



jokes of the workmen could be heard above the noise of the hammer, saw, or plane, as they labored transforming the heavy planks into the desired wheels, axles, or other articles. The village loungee was usually there imparting the latest news. The farmer often waited in the shop for repairs to be made on his wagon, plow, or machine. After the outbreak of the Civil War many a wheelwright shop was a headquarters for war news.

The wheelwright had to be a highly skilled artisan and to learn the trade required a long apprenticeship. When an apprentice had served his time he was fully trained to make and put together a whole wagon.<sup>49</sup> One citizen recalled being apprenticed to a wheelwright in 1872, when he was eighteen years old. He worked there for four years to learn "the mysteries of the wheelwright and carriage builders trade." For the first two years he received his board; the third year his board and one dollar a week; the fourth, his board and two dollars a week. The working day consisted of ten or more hours whenever times were busy.<sup>50</sup>

Every village boasted one or two blacksmith shops where horses were shod. In many instances the blacksmith served in other capacities as well. One man recalled his grandfather taking him to a blacksmith shop to get a tooth pulled when he was a boy in the 1860's. "In addition to the customary blacksmith tools," he wrote, "the blacksmith had a few surgical instruments among which was the old time "cant hook" to pull teeth. From experience, I am convinced that it was before the time of painless dentists. I sat on a high stool while the blacksmith proved to me that he could twist out a tooth with a cant hook after telling me that it would not hurt much."<sup>51</sup>

One feature of the horse and buggy days was the hitching post. Often shade trees in the business sections had staples with rings driven into them for the convenience of horse owners. Many a tree had been chewed by the horses, as was evidenced by its distorted shape,



and in the summer season holes in the street dug out by horses fighting flies and mosquitoes, were frequent. Where there were no trees, or in some cases, to save the trees, special hitching posts were erected. These often were ornamental cast-iron posts surmounted with iron horse-heads with iron rings in their mouths. Sometimes they were turned wooden posts with acorn-shaped tops. The cheapest were plain posts with augur holes through the tops. Merchants had to provide hitching posts for horses at their place of business if they wanted to hold their trade. Horses knew that a hitching post was a place to stop. There are many tales of incipient runaways being brought under control when their drivers managed to turn them toward a hitching post.<sup>52</sup>

5. *The end of an era.*

What would I do with an auto? Kill myself? . . . I like to look around when I ride. With a horse, I am not afraid to go anywhere and I could go to sleep and still be safe.

(Interview with eighty-year old man in 1927.)<sup>53</sup>

The coming of the automobile marked the beginning of a new era for the shore. The first ones arrived in Atlantic City in 1899,<sup>54</sup> and a few appeared in the other shore counties at about the same time. The age of the machine was at hand. The shift from horse to automobile was gradual, as had been the change from the stagecoach to the railroad. In fact, until the democratization of the automobile in the 1920's the horse continued to serve an important place in the lives of most shore people. A study of census figures indicates that the number of horses mounted steadily in the various counties throughout the 19th Century and they reached their height in 1910. Following this date, as automobiles and trucks increased, the number of horses began to decline.

With the decline in the number of horses, accompanying services were no longer needed and the wheelwright

shop, the livery stable, and the blacksmith faded into the background and out of existence. One old one-time blacksmith of Monmouth County told a reporter in 1932. "The automobile spelled the doom of the smiths. It has driven the horses from the highways and even from the farms.



(From Woolman & Rose Atlas of the N. J. Coast)

*Horse and Buggy Days, Asbury Park, 1879*

. . . It has hurt us in another way. Days gone by, we would spend our spare time making wagons. That trade has all gone now. . . . Now, the youngsters . . . as soon as they are able to walk, grab a monkey-wrench and begin tinkering with the family car and before you know it, they are auto mechanics."<sup>55</sup>

The shore had experienced remarkable development in the years between 1850 and 1900, but in the following fifty years it was to undergo vaster change. The bicycle, the trolley, and the telephone brought new influences to bear on transportation and communication. The automobile and the truck not only caused the end of the "horse and buggy days," but the lessening of the importance of

the railroad and the intensification of the movement for better roads. The first five decades of the new century also felt the impact of other influences, including that of two World Wars. Part V investigates the significance of these new developments.





## PART V

### THE AGE OF THE MACHINE, 1900-1950

By the year 1950, Atlantic City will have spread out, covering the entire island, and will contain a permanent population of not less than 150,000. . . . Long before that time, of course, horses will have practically disappeared from our streets, since electricity will do all the work of lighting, heating, and transportation. Automobile carriages and trucks will entirely supplant the vehicles of today.

(Prediction made in 1904.)<sup>1</sup>

Despite the over-optimism concerning the increase in population for Atlantic City, most of the above prophecy, written in 1904, had been realized by mid-century. Electricity provided all of the lighting, some of the heating, and some of the transportation, although by 1950 the era of the trolley had passed. As for the last sentence in the quotation, there was no question that by 1950 "Automobile carriages and trucks entirely" had supplanted the horse-and-buggy vehicles of 1900.

With the turn of the century the age of the machine arrived, although its effects were not widely felt until the end of the second decade. Before the use of the automobile became widespread, however, two other means of transportation were viewed as the "last thing." The bicycle and the electric trolley, which were introduced in the Nineties, reached the zenith of their influence in the early decades of the 20th Century, and an investigation of their development precedes the story of the impact of the automobile on the shore counties. Highlights of developments in the first five decades, including modern movements in agriculture, the increase in industry, the trend of population, the beginnings of such institutions as the Baby Parade and the Beauty Pageant, 20th Century efforts at mosquito control, and the impact of World

War I and World War II on the shore, constitute some of the major topics discussed in Part V.

The seer of 1904 predicted vast changes in the following fifty years. "The present highway between Camden and Atlantic City," he said, "will no doubt be supplemented by a broad highway, a modern Appian Way, on which men and women will ride their liquid air automobiles with great speed, leaving Philadelphia in the morning and reaching Atlantic City long before evening."<sup>2</sup> But before hordes of autoists drove to the shore, bicyclists or "wheelmen" covered the same distance in time which seemed fast for the period.

## CHAPTER XXV

### THE BICYCLE, THE TROLLEY, AND THE TELEPHONE

Mounted on a four-foot wheel, which sends . . . (the wheelman) spinning swiftly and noiselessly along, . . . he is transformed into a personage of consequence and attractiveness. He becomes at once a notable feature in the landscape, drawing to himself the gaze—and it is usually the admiring gaze—of all whose eyes are there to see. . . . He is the center of universal curiosity and comment. His presence illustrates a fresh triumph of mind over matter. All creatures who ever walked have wished they might fly; and here is a flesh and blood man who can really hitch wings to his feet!

(Paean to the bicycle written in 1887.)<sup>1</sup>

The bicycle offered to the active a means of travel that was cheaper to maintain and faster on the level stretches of the shore counties than the horse and buggy. At the turn of the century it was a great treat to visit places a number of miles from home and get back before dark on the same day, and the bicycle was welcomed by a host of people.<sup>2</sup> With the increase in the number of trolleys and later of automobiles, however, fewer adults depended upon the bicycle for transportation and by the 1930's the "wheel" was used mainly by boys and girls.

The popularity of the bicycle spanned two of our periods. Its beginning goes back to the latter decades of the 19th Century, but the zenith of its popularity was not reached until the first decade of the 20th.

#### 1. *The advent and influence of the bicycle.*

I have a belief in the permanence and "potentiality" of cycling. I recognize it as an absolutely new thing under the sun in the sense of binding its votaries together. . . . The men who like . . . ball playing and fishing and shooting and horse-racing . . . have a smaller interest in one another as fellow sportsmen.

(The attractions of cycling, 1887.)<sup>3</sup>

The forerunner of the bicycle was the velocipede, with its one large high wheel and small rear wheel, both with iron rims. One of the first was made in a Paris carriage shop in 1865. The machine was improved later in England. Light metal wheels with wire spokes took the place of the solid wooden wheels and hard rubber tires replaced the iron rims.<sup>4</sup> By the latter 1860's the velocipede had been introduced into South Jersey. One newspaper announced in April, 1869: "Preparations are being made to give lessons in riding the Velocipede. On Saturday evening last, there was quite a large attendance and a few of our citizens have become quite expert in managing them after taking a few lessons. Ten cents admission is charged."<sup>5</sup>

Two month later a neighboring town proudly declared itself "ever apace with the novelties of the age." A velocipede had arrived and in the phraseology of the local item, "its appearance in the streets under control of a dexterous driver is anxiously looked for by those who have never witnessed this modern mode of conveyance."<sup>6</sup> The contrivance became the center of attention at a Fourth of July celebration that same year. A tight rope was stretched across the street and "Mr. Donaldson" performed the novel feat of manipulating his velocipede along the rope. The account ended with the flat statement that "The day wound up with a promiscuous display of fireworks."<sup>7</sup> It is not likely that any "double-entendre" was implied.

By the 1870's the velocipede had arrived in the shore areas. A description of Cape May in the early 1870's referred to the "new pastime, . . . the 'velocipede' craze." Summer visitors brought the two wheeled vehicles down with them to use on the hard sand of the beach, previously appropriated by the horse and carriage devotees. A number of controversies took place between the riders of the "new-fangled contraptions" and the carriage owners, and not a few accidents befell the velocipedists, who found their machines hard to manage.<sup>8</sup>



The velocipede was never satisfactory. It was too tall, heavy and cumbersome, and difficult to manipulate because of its high front wheel. In fact, one experienced wheelman referred to it as a "bone shaker."<sup>9</sup>

The first "safety" bicycle was built by an Englishman in 1876. It was driven by a chain with a sprocket through the rear wheel. The following year ball bearings were added and later the pneumatic tire with inner tube. The new type of wheel proved popular, though expensive. A few began to appear by the 1880's and in 1891 the bicycle was recognized as a common enough means of conveyance for the legislature to authorize toll gatherers on the turnpikes to collect a toll of one cent a mile on them.<sup>10</sup> It was nevertheless still a "toy of the rich." The best bicycles of the early Nineties cost \$150, an investment comparable to the cost of an automobile in modern times.

In 1893 only twenty-seven establishments in the country manufactured bicycles. By 1896 there were several hundred factories with an aggregate output of more than a million bicycles a year. By this time the tandem imported from England was becoming a popular style. "Many loving couples are mounted on a bicycle built for two," wrote *Harper's Weekly*. "It is a handsome conveyance and a good vehicle for romance." Later there were bicycles built for three and finally for five.<sup>11</sup>

The need to regulate cycling was increasingly felt as the number of "wheels" on the sidewalks and on the roadways multiplied. By 1880 the newspapers were demanding such regulations, and one pointed out facetiously that "the management of these carriages (bicycles) would seem to require that the rider should keep his head as clear as a bell, part his hair in the middle and go along as if he were alone in the world."<sup>12</sup>

Regulations to curb accidents were eventually passed in many shore communities. In November, 1895, for instance, the Middle Township Committee of Cape May

County passed an ordinance governing the speed of bicycles, tricycles, and velocipedes on highways and sidewalks in the township. It was declared illegal to ride any device faster than five miles per hour earlier than "40 minutes before sunrise and 40 minutes after sunset."



(Courtesy Wm. O. Gwyer, Toms River)

*Bicycle Days, 1907, Corner of Main and  
West Water Streets, Toms River*

Moreover, riders "must not pass a pedestrian faster than five miles per hour and must ring a bell at least 50 feet before overtaking such pedestrian." The penalty for the first offense was \$5; the second \$10; and the third, \$20 and a jail sentence. In 1896 the Cape May City Council adopted an ordinance setting the maximum bicycle speed at eight miles an hour. These regulations, which were not strictly enforced, continued in effect into the next century.<sup>13</sup>

In Atlantic County interest in the bicycle increased steadily in the Nineties. By 1896 a number of mainlanders were riding back and forth to their work in Atlantic City over the old Turnpike. It took about half an

hour, although some of the speeders crossed the meadows in fifteen minutes.<sup>14</sup> In Ocean County there was good cycling on Long Beach Island, and well-kept cycling roads had been built around Lakewood.<sup>15</sup>

In Monmouth County, one of the wheelmen's centers was Asbury Park. The Wheelmen Club there was organized in 1890, when the resort was still small and when bicycling was called the "best mode of transportation around the dusty streets." The Club continued and was in existence until the mid-1940's, but its membership had grown smaller as interest in the bicycle had declined. In the 1890's the club included over six hundred members; by 1942 it had only between sixty and seventy.<sup>16</sup>

Enthusiasm for bicycling was raised in Asbury Park in 1893, when that resort was host to a convention of the National League of American Wheelmen. At that time bicycle races were run over the third of a mile track at the site of the present Asbury Park stadium.<sup>17</sup> A souvenir program of the wheelman's annual meeting there in 1895 gave advice on what nearby roads could be used to advantage for bicycles. Recommended were the roads from Freehold to Manasquan and from Freehold to Long Branch and Asbury Park.<sup>18</sup> That same year a club was formed in Asbury Park for women cyclists, and called the Ariel Club. In the early 20th Century it became a social organization and was the nucleus of the Asbury Park Woman's Club.<sup>19</sup>

Other parts of the county were similarly affected by the vogue for bicycling. A club was formed at Long Branch<sup>20</sup> and the local historian of Atlantic Highlands records a "unique event in the history of the town," a bicycle parade on August 17, 1895. It was purely a local affair, patronized by "wheelmen and bicycle girls."<sup>21</sup>

The League of American Wheelmen's "Road Book of New Jersey," published in 1897, gave maps of all sections of the state, showing whether the highway was a toll road or not, and indicating the type of roadway. It

noted that some were "gravel roads with a good side path." The pamphlet mentioned the advantages of cycling in the shore counties and in portions of South Jersey, with their "vast expanse of level but slightly rolling territory." It also emphasized journeys of particular interest. "It is a swift and merry spin," it declared, "for the cyclist who starts from Atlantic City for Cape May upon an early summer morning. . . . The old sea captains' little cottages, surrounded by ocean litter, are hedged with roses and vines."<sup>22</sup>

One of the interesting features of the bicycle decades was the formation of the so-called Century Clubs. Their members aimed to record as many one-day 100 mile trips as possible. For each "century," the cyclist was awarded a gold bar. Some proudly acquired bandoliers of them, covering the torso from shoulder across the chest to the waist.<sup>23</sup>

In the 1890's Atlantic County residents were treated to the sight of the "Century Runs" from Philadelphia. It was not uncommon on Sundays for three or four thousand people, young and old, to cross the Old Turnpike early in the day and return toward night. There were "singles," "tandems," "triplets," "quads," "quints," and "sextettes." The principal occupation of the Pleasantville folks on Sundays was to watch the bicycle parade to the seashore and back. Many residents stayed out front all morning counting the shore-bound machines. For hours, the Shore Road between Absecon and the Old Turnpike was crowded with riders on their way to the shore. Some became tired and returned by train.<sup>24</sup>

The bicycle acted as an agent in the movement for better highways. One great drawback to cycling was the fact that many roads were too poor for comfortable "wheeling." Soon urgent appeals were heard from the American Wheelmen's Association for better highways, or for cinder paths alongside the highway. This finally led to some improvements in the public roads.<sup>25</sup> In many



places cycling clubs themselves undertook the completion of cinder and gravel paths.<sup>26</sup>

Individual cyclists also put much attention on road conditions. In early spring and in the fall the gravel pikes were considered somewhat soft, but on summer days they were good. Like the travellers who had driven horses on the turnpikes, the cyclists complained of the way the road menders cleared out the ditches on each side and threw the dirt up in the middle. This made "tough riding," for the road did not pack down before frost and then it froze "very rutty."<sup>27</sup>

In 1896 the Bicycle Road Improvement Association was formed in Cape May County, and considerable money was spent, both by the Association and by the public authorities at the Association's insistence, in building "bicycle paths" at the edge of the highways. Since the latter were mostly sand and were often impossible for bicycle riding, bicycle paths of packed loam, or where necessary, of gravel, were constructed. The first one was built from Goshen to Cape May Court House and thence on down the peninsula to Cape May. Later this was extended on to Millville by way of the old stage road from Tuckahoe. Many riders then made "runs" to the shore from the interior.<sup>28</sup>

In Atlantic County the improvement of the White Horse Pike was the result of the influence of the cyclists, who added their pleas to those of the people who lived along the route. Until late in the 19th Century the road was a sandy highway. In the early 1890's, as told in the preceding chapter, Camden County built a stone road reaching as far as Berlin. Below this the pike remained for the most part a sandy cartway. Demand for improvement was increased by local residents and in 1896 the stretch from Berlin to Blue Anchor and thence on to Hammonton was gravelled. Soon after that, under the impetus of the contemporary bicycle craze, it was pushed through with gravelled surface to Atlantic City, follow-

ing a somewhat more roundabout route than the present-day pike.<sup>29</sup>

By 1899 a cyclist could pedal his way down to Atlantic City from the Camden ferry over fairly good roads. The record time was two hours and forty-seven minutes, and the slowest registered time was ten hours. The "Cycle Road" followed much of the route of the present-day White Horse Pike, down through Berlin and Blue Anchor, on to Hammonton, Egg Harbor City and Absecon. There it turned to the right toward Pleasantville and thence across the meadows, using the Old Turnpike. On pleasant Sundays, one observer wrote in 1899, it "teems with life awheel. . . . When the wind is westward, the wheelmen and wheelwomen come in shoals."

A forerunner of the many restaurants and motels on today's pikes to the shore were the "Cyclers' Rests," small hotels at numerous points along the road, which had been built especially to cater to cyclists. The big day was Sunday, when the cyclers in clubs, groups, pairs and singly "sped to and fro." From Pleasantville the cycling tourists could go down the coast to Cape May, or via Barnegat to the excellent cycling district around Long Beach, with but brief stretches of poor road.<sup>30</sup>

In addition to pointing up the need for better roads, the bicycle performed other services. Its adherents emphasized its value for healthy recreation, as well as in every-day transportation. Workers and business men who lived a mile or two from their work found they could get to work more easily by bicycle than by horse and buggy. "I live three-fourths of a mile from my office," testified one South Jersey resident in 1884, "I wheel back and forth and also I wheel on all business errands and every pleasant afternoon from five-thirty until dark will find me in the saddle."<sup>31</sup>

During the first decade of the 20th Century the number of bicycles in the shore counties continued to increase. The New Jersey shore advertised itself as a "veritable

Mecca for wheel men." Most of the roads on the shore were in comparatively good condition. There were few hills and the main thoroughfares were quite well lighted during the "season."<sup>32</sup>

In 1906 the annual convention of the Cycle Manufacturing Association was held in Atlantic City, in conjunction with the Cycle Parts and Accessory Association, and this created a great deal of interest among bicycle dealers and repairmen along the shore.<sup>33</sup> These men were gaining experience with pneumatic tires and ball bearings and other mechanical details. With their established stores and shops, they were usually among the first to take over the agencies for the sale and repair of automobiles as the popular interest in bicycles declined in the second decade of the century.<sup>34</sup>

## 2. *Life on two wheels.*

An immense army of wheelmen . . . can be seen during a large portion of the year speeding over improved highways. . . . They are enabled not only to maintain health, but to enjoy our beautiful and varied scenery so cheaply that travelling is no longer only the province of the rich.

(Comment by State Commissioner of Public Roads in 1896.)<sup>35</sup>

The bicycle was so strong an influence in the lives of the residents of the shore that few realized at the time of its wide popularity that it would be so short-lived, for almost no one fully understood the import of the newly developed gasoline machine, the automobile.

In the Nineties a new bicycle was still a center of attraction. Whenever the cyclist "dismounted" he became the center of an interested group. People were eager to inspect the "new-fangled mechanism" at close quarters. They wanted to know if it frightened horses. Often a boy would yell to a wheelman, "Let her out, mister," or "Why don't you go fast?," although the rider was already proceeding as rapidly as a horse usually



trotted. One cyclist when passing the carriage of an old farmer after giving the customary warning of "Please mind your horse, sir," was surprised to hear the farmer's retort, "What in the devil do you call *that*?"<sup>36</sup>

Of primary concern to most wheelmen and wheelwomen was the problem of what to wear. This topic consumed a great deal of space in contemporary accounts. For men's costumes, one authority on the bicycle declared cagily in the latter 1880's, there was "no best costume to adopt." Men usually wore bicycle caps, gay sweaters, striped blazers, knickerbockers, and knee-length stockings. This gentleman favored a white shirt and white flannel knee breeches, and added that "in dismounting at noon to sit at a hotel table, one's coat is necessary." This, it was suggested, could be carried in a roll attached to the handle bar. He advised, incidentally, that when the day's ride was ended, it was beneficial to take a sponge bath and apply vaseline to any bruised or sore spots. As for head covering, this expert preferred a straw hat for summer and a flat velveteen hat for early spring and late autumn. He also suggested wearing long boots and not shoes, since dogs sometimes nipped at passing cyclists. Boots had their disadvantages, however, especially on hot days.<sup>37</sup>

More care was taken in delineating the costume for women cyclists. "The essentials," declared a commentator in 1896, "are knickerbockers, shirt-waist, stockings, shoes, gaiters, sweater, coat, no skirt, or skirt with length decided by individual preference, hat and gloves." It was advisable to pay special attention to the cut of the knickerbockers. It was urged that they be tight just above the top of the hips and fit easily below. They should not be fulled or gathered, but should be full at the knees and be finished with a band or button. The stockings should be of wool, or a seasonable weight, and should be rolled down and held by the band of the knickerbockers. The shirtwaist should be plainly tailored and the knicker-



bockers should be buttoned to it. This combination of knickerbockers, shirt-waist and stockings formed the essential part of a woman's cycling costume, but to top it off, a sailor hat was pinned firmly to the rider's pompadour.<sup>38</sup>

The knickerbockers and divided skirts worn by the more daring lady cyclists along the shore caused lifted eyebrows. The "bloomer girl" attire roused the ire of some Cape May ladies who formed the Anti-Bicycle Club for the purpose of frowning upon their sisters who were so bold as to ride wheels. The bloomer girls gave rejoinders in the newspaper by scoffing at their sisters who affected wasp-waists, high necks and costumes with trailing skirts. One well-known local physician sided with the cyclists and added to the fire by declaring that "Corsets fill more graves than whiskey."<sup>39</sup>

Horses were often skittish when they met cyclists head on. Women drivers were accused of causing more trouble in this respect than men. They were said to be likely to pull their horses in instead of applying the whip to make them pass the object which frightened them. Wheelmen were advised to dismount when approaching a team driven by a woman. Even this might not always please the woman. "I remember," wrote one male cyclist, "stopping on one occasion for a decrepit 'plug' in the toils of an angular and shrill-voiced woman who exclaimed as they slowly passed me, 'if you'd ha' set still, he wouldn't ha' been scairt'."<sup>40</sup>

Many men drivers were also subject to criticism. Long before his ilk appeared in the days of the automobile, one type was referred to as "The Great American Hog." He was the man who felt that when he had bought a spirited horse, he had purchased an exclusive right to the public highway and refused to give the cyclist room to pass.<sup>41</sup>

Even by the turn of the century there were scattered signs that the wide popularity of the bicycle might not

be lasting. The Commissioner of Public Roads, for instance, reported in 1898 that the time was rapidly approaching when the motor car would take the place of the horse and the bicycle. He added that the shift of the automobile would hasten the building of better roads out of macadam.<sup>42</sup> By 1910 some of the original enthusiasm for the bicycle was beginning to wear off. One observer declared at this time that there were noticeably fewer wheelmen on the country road by this time in comparison with the hordes of men, women, and children who had been out on bicycles Sunday afternoons and holidays only a few years before. The big club runs were no longer seen.

There were a great many drawbacks to bicycling on the unpaved roads of the period. On a dusty road every particle of dirt that did not get into the chain and clog it, seemed to go into the eyes, ears, nose and mouth of the cyclist. One critic described some of the further discouragements. "You sit on a chunk of leather-covered wood, called by courtesy a saddle, bend your back double in trying to reach the handle bars, and push along neither looking to the right nor to the left for fear of running into something, until your tire is punctured. You get off and proceed to repair it by covering yourself with cement. Coming back dirt sticks to your garments until you are practically unrecognizable."<sup>43</sup>

Although the popularity of the bicycle began to fade by 1910, the bicycle did not disappear. In 1899 about one out of every twelve persons in the country owned a bicycle. In 1950 the proportion was about one out of every ten. The difference was that in 1950 most of the riders were not adults, but children and boys and girls in their early teens.<sup>44</sup>

### 3. *The rise and decline of the trolley.*

The trolley is a blessing. . . . It has been a factor in largely increasing realty values all along its route.

(Praise for the Absecon Island trolley lines in 1905.)<sup>45</sup>

The electric street car was another means of conveyance whose shore history spanned two periods, although it differed from the bicycle in that it was important until 1930. The forerunners of the electric trolleys were the horse-drawn trackless omnibus and the horse-cars or mule-cars that ran on a track. Many localities were served by the omnibus in the third quarter of the 19th Century. In a number of respects it was similar to the stagecoach, except for the fact that it served local demands instead of going from one town to another. These vehicles were great lumbering conveyances in which the seats ran length-wise. The door was at the back where there was a narrow set of steps. The driver sat on a high seat in front where he could crack his long whip over the two horses.<sup>46</sup>

The first street cars along the shore were horse-cars, which in some localities were soon supplanted by mule-cars. The first street railway in the shore counties, consisting of two cars and four horses, began to operate in the middle 1860's in Atlantic City. It was owned by two brothers, Samuel and John Cordery of Absecon, who secured a franchise to run cars along Atlantic Avenue from the Camden and Atlantic Railroad which controlled the transportation on that boulevard. Each of the owners took one car and acted as conductor and driver. The route extended from the Inlet to South Carolina Avenue.<sup>47</sup> By the mid-sixties two hotels were operating private horse cars from their locations on Atlantic Avenue over to the beach. Each had two cars drawn by two horses.<sup>48</sup>

In the latter 1860's, when William Bartless took over the line, mules were substituted for horses. Bartless also introduced open cars. The line closed down during the winter and for many years the mules were turned loose in the sand hills where Margate now stands. According to the recollection of one resident, "in the spring they would come up looking fine."<sup>49</sup> In 1869 the railroad company refused to re-lease the right of way and entered the mule-car business itself.



The cars on Atlantic Avenue were drawn by mules until 1889, when the electric trolley system was introduced by the railroad company. The first trolley ran on Atlantic Avenue at 3:30 in the afternoon on April 24, 1889. Six of the mule-cars had been sent away to be fitted with electric motors and overhead wires had been erected from the Inlet to Kentucky Avenue. The first trolley pulled out of the car-barn with a distinguished list of passengers, including the President of the Electric Light Company of Atlantic City, which furnished the power for the trolleys. The public was invited to ride free on the first day of operation and hundreds took advantage of the offer.<sup>50</sup>

The cars had a speed of fifteen miles an hour and each of the six equipped with motors had power enough to pull three to five dummy cars behind them. Inside each car were three incandescent lights and there was one on each end platform, "Bright enough," according to a contemporary newspaper account, "to allow passengers to read the *Evening Union*." On the first trip trouble occurred as horses became alarmed by the sight of the new "contraption." The buzzing of the motors frightened one horse attached to a wagon and caused a runaway down the Avenue.

For the summer season the company purchased twelve open cars fitted with sixteen crosswise seats each, patterned after those then in use in Washington, D. C. Overhead wires were carried on poles set 120 feet apart. A third rail system was introduced in 1906. The trolley fare at first was a dime, but this was reduced in 1891 to six cents. Hacks and horse-drawn omnibuses, which were the only competitors of the trolley until the advent of the auto and the jitney, sold tickets at five for a quarter, and received considerable trade.<sup>51</sup> The old mule-cars were able to make but ten trips a day up and down the island, but when the electric trolley was instituted in 1889, sixteen trips a day were made. The trend for faster and more



frequent service continued until by 1950 the trolleys on Absecon Island were making 276 trips in twenty-four hours.<sup>52</sup>

The plan to shift from mule to electric power met with considerable opposition on the part of some supposedly intelligent Atlantic City citizens. At the time the proposal was made the City Council appointed a special committee to journey to Scranton, Pennsylvania, to investigate how electric trolleys were succeeding there. One of the more common arguments against the trolley was that the wheels would shoot out sparks and frighten horses. When the editor of the local paper took a definite stand in favor of the electric cars, he was accused of being in the pay of the Pennsylvania Railroad, which had by that time purchased the Camden and Atlantic. One irate citizen met him in front of the Mansion House and repeated this charge, to which the editor retorted, "It's a lie!" For this, he received a "biff in the face." Despite the apprehensions, there is no record that any horses were ever frightened by electric sparks caused by trolley wheels.<sup>53</sup>

The introduction of the electric trolley did bring some minor difficulties. A number of riders complained that their watches had become "magnetized" on the electric cars, but the local paper explained that the timepieces could be "demagnetized" by taking them to the power station and holding them over generators. On one occasion a motor became overheated and burned a hole in the floor of the car, setting afire the dress of a woman passenger. On still another a conductor stuck his head out too far from the rear platform and banged it against a trolley wire pole.<sup>54</sup>

By 1890 a little over three miles of trolley line were in operation in Atlantic City. In 1892-1893 the trolley system was extended southward down Absecon Island through Margate and Ventnor to Longport and the line was double-tracked.<sup>55</sup> In 1904 the first crosstown trolley

was constructed from the Boardwalk along South Carolina Avenue.<sup>56</sup> In the 1920's jitney competition began to take customers away from the trolley lines, especially along Pacific Avenue, which paralleled the Atlantic Avenue tracks. Eventually this forced the trolley lines into receivership. The city council thereupon passed a regulation allowing jitney operation by owner-drivers only on Pacific Avenue, and the fare on the jitneys was raised. These measures were successful in bringing the trolleys back into solvency.

In the latter 1930's the advisability of turning to bus transportation was seriously discussed. After prolonged investigation, traffic engineers agreed that the geography of Absecon Island called for trolley transportation in preference to bus. With the major portion of traffic moving over but two main arteries, engineers contended that only trolleys could carry passengers in large numbers. It was evident that only a small part of the traffic was crosstown. By 1938 one and a half million dollars had been spent in modernizing the Atlantic City trolley lines. Streamlined street cars, equipped with noiseless trucks and a quick getaway, were put into operation, and in 1950 this line was the only one in operation along the Jersey shore.<sup>57</sup>

There were a number of other trolley lines in Atlantic County. In 1897 a line was built along Brigantine Beach, although it was not yet connected by bridge over the Inlet to the Atlantic City system. The route followed the contour of the beach from the Inlet at Atlantic City to the Little Egg Harbor Inlet, a distance of seven miles. The road passed the "treacherous Brigantine Shoals" upon which hundreds of vessels had been wrecked. The charge for the round trip was twenty-five cents.<sup>58</sup> This line had one unusual feature: the cars were double-decked. Since they operated within spray-distance of the Atlantic Ocean, they had an enclosed lower seating section and an overhead canopy shielded the upper decks. Nine motor

cars and five trailers represented an expensive investment on this sparsely populated island. Heavy losses were suffered year after year and in 1905 the line was finally abandoned, the first electric railway given up in New Jersey.<sup>59</sup>



(Courtesy Geo. A. Petersen, Point Pleasant)

*North Jersey Shore's First Street Railway, the Point Pleasant Horse Car Line, August 30, 1884*

In 1903 the Atlantic City system was extended across the salt meadows to Pleasantville and in 1906 it was pushed north from Pleasantville to Absecon.<sup>60</sup> The round trip between Atlantic City and Somers Point was twenty-five cents.<sup>61</sup> In 1907 this trolley line, which was called the Shore Fast Line, was extended down to Ocean City. On June 22, 1907, one local newspaper announced, "Atlantic City and Ocean City were joined in trolley wedlock for the first time Tuesday." A bridge had been built from Somers Point across Great Egg Harbor Bay to Ocean City.<sup>62</sup> In 1948 the Shore Fast Line finally fell before the automobile, and buses took the place of the trolley.<sup>63</sup>



In 1906 one of the three railroads entering Atlantic City was electrified when the West Jersey from Camden to the shore via Glassboro and Newfield was given a third rail system. To prevent people and animals from straying onto the third rail with its high voltage current, a wire fence was constructed at considerable expense on both sides of the tracks all the way along the line. Hourly service was maintained both ways on this line until 1931, when electric trains between Newfield and Atlantic City were discontinued and a gas-electric combination car was substituted as competition from automobile traffic became increasingly serious. In the 1940's service was further curtailed to freight traffic only.<sup>64</sup>

The last trolley project in the county never materialized. Citizens at the county seat urged in 1925 that a trolley line be constructed from Pleasantville over to Mays Landing. They believed that the lack of a trolley had prevented the development of the area. Its advocates also claimed that it would relieve traffic congestion in Atlantic City. Many men who worked in Atlantic City owned small places on the mainland and drove back and forth to work daily, leaving their machines to add to the congestion of the streets of the resort during the day. The proposal was never acted upon.<sup>65</sup>

Cape May County also experienced a trolley boom and decline in the first half of the 20th Century. In 1903 the Five Mile Beach Electric Railroad at Wildwood was opened and this continued until competition with the automobile forced its abandonment in 1945. The line from Cape May to Sewell's Point, east of Cape May, ran from 1892 to 1916. In 1904 a trolley line was built at Sea Isle City, from Townsends Inlet to Corsons Inlet. This was given up in 1917. The Ocean City electric trolleys were in operation from 1893 to 1929. The Stone Harbor Railway operated horse cars along the line of the beach, and later trolley service, in the short period from 1914 to 1917. Stone Harbor was connected with



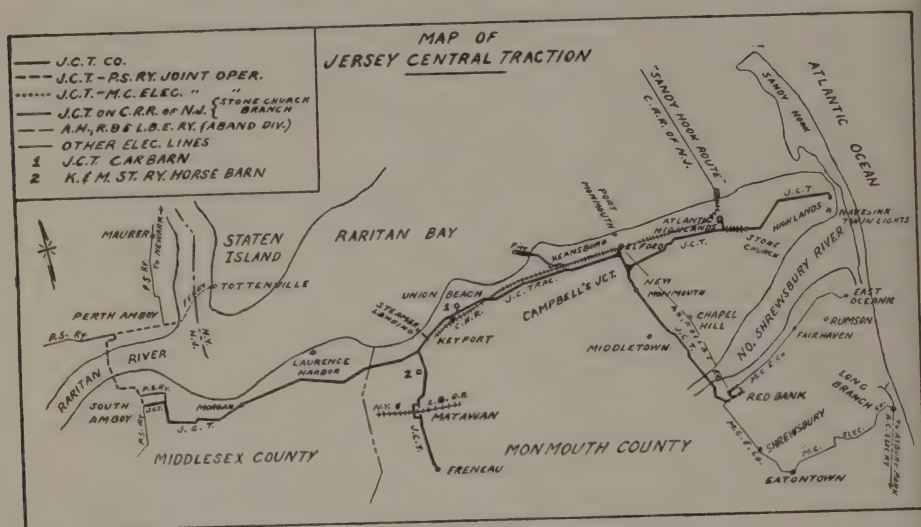
Cape May Court House in 1913 by a railroad line which was turned into a trolley service the following year. The line, which used open car equipment from the mainland to the beachfront, operated only a few years.<sup>66</sup>

Two important trolley systems developed in Ocean County in these years. The Point Pleasant Traction Company, beginning first with a three mile line between the Manasquan River and Bay Head, served that resort and the surrounding countryside from 1894 to 1919. For several years after it was built this system operated in the summer only. It was the fourth resort on the shore to inaugurate a trolley system, following close behind Atlantic City, Asbury Park, and Cape May.<sup>67</sup> The second system served Long Beach Island and by 1901 reached all points on the island from Barnegat City on the northern extremity through Harvey Cedars, Long Beach City, Barnegat City Junction, Peahala, Spray Beach, North Beach Haven and Beach Haven. The line also connected with the mainland at Surf Postoffice, Barnegat City Junction, where the branch trolley line came in from Manahawkin.<sup>68</sup> All these lines were eventually given up when competition from automobiles and trucks became too great.

Monmouth County developed the most extensive trolley service of all the shore counties, with routes extended along the Atlantic shore and along Raritan Bay. In 1887 the first electric street railway in New Jersey was built at Asbury Park. It began at the railroad station and extended eastward. In 1888 the line was expanded further and by 1892, it reached north to Deal Lake. In 1893 it pushed south to Avon-by-the-Sea, on the north shore of the Shark River, with horse cars. In 1895 this line was also electrified.<sup>69</sup>

The first horse-car line at Long Branch was built in 1870. Between 1870 and 1889 a single track line ran north on Second Avenue from West End to Union Avenue, thence to Rockwell, from there to Branchport, and

west on Russell Avenue to Martin Street. Here the tracks turned into Broadway and ran out to Eatontown and Red Bank. The fare from Long Branch to Red Bank was fifteen cents. The road was electrified in 1889 and that same year a spur line was run out to Pleasure



(Courtesy Howard E. Johnston, Plainfield)

Bay. At first the horse-car drivers viewed electrification with disfavor. They referred to the electric trolleys as "cheese boxes on wheels with hand brakes." Within a short time, however, they learned to like them.<sup>70</sup> In 1895 the line from Long Branch was extended southward to Asbury Park. Patronage increased greatly and in 1904 much of the route was double-tracked. In 1910 the line was extended northward to North Long Branch.<sup>71</sup>

The first long line in the county was built in 1891 from Keyport to Matawan. The company employed sixteen horses and fourteen horse-cars. A picture of the last horse-car, taken in 1901, is shown in the accompanying photograph. That year the line was electrified. In 1906 it was extended to reach eastward to the Amboys. In 1909 a line was constructed eastward from Keyport and by the end of that year trolley service was available

from Perth Amboy eastward to the ocean, via Atlantic Highlands and Highland,<sup>72</sup> although Highlands Beach on the Atlantic was not reached until 1911.<sup>73</sup> In 1896 a line was completed between Atlantic Highlands on Raritan Bay, southward through Red Bank to Long Branch on



(Courtesy Howard E. Johnston, Plainfield)

*Transportation Scene, July 4, 1901, Keyport*

the ocean. This was single-tracked, but had frequent turn-outs. In 1922, as automobile competition increased and railroad facilities continued, the line through Red Bank was discontinued. In 1922-1923 the line across northern Monmouth County ceased operations, thanks to "jitney competition."<sup>74</sup>

The system serving Red Bank was widened in 1907 when Rumson was given trolley service, marking the end of the old stage between the two places. There were many complaints about this line, which was likened to the "Toonerville" trolley. It often ran off the track and had other breakdowns. Commuters were never sure of making their train connections at Red Bank. In winter a few inches of snow would stall the system. When an extra





(Courtesy Asbury Park Press)

*First Electric Trolleys in New Jersey, Asbury Park, 1887*



(Courtesy Asbury Park Press)

*Terminus of the Jersey Central Traction Company Trolley Line  
from Red Bank at the Highlands Hotel, Highlands, Summer of  
1912*



heavy fall of snow occurred, as in the winter of 1919-1920, the line's service was suspended for weeks. During that winter the cars did not run for five weeks. The Rumson trolley succumbed to the motor era on February 26, 1922, when the first bus line between Red Bank and



(Courtesy T. J. Labrecque, Red Bank)

*New Jersey Southern Railroad Bridge Between Red Bank and Belford about 1897 when Track was shared with Atlantic Highlands, Red Bank & Long Branch Electric Railway Trolleys*

Rumson was inaugurated. With this came a new transportation era for Rumson, and schedules were maintained.<sup>75</sup>

In 1920 the total trolley trackage in Monmouth County was 26.7 miles.<sup>76</sup> This marked the height of trolley operation in the county, for within a few years some of the trolleys were abandoned. Greater retrenchment of the main lines occurred in the period 1927-1931, and gradually, as elsewhere, the trolley gave way before the automobile.<sup>77</sup>

The trolley brought facilities for transportation by comparatively quick and reasonable means to scores of

communities that were not touched by the railroads. It speeded the growth of many outlying sections and thus aided the development of the area and the establishment of new villages. It gave life to pleasure parks and amusement places and added generally to the prosperity of the shore region.<sup>78</sup>

There were some who did not view it as a godsend, particularly when the trolley's right-of-way occupied part of the highway. The State Commissioner of Public Roads acknowledged at the turn of the century that the trolley lines furnished great accommodations to scattered populations, but, he declared, the wheels of light vehicles were often strained and those of heavy wagons badly worn by the grinding of the rims upon the sides of track laid on the highway and by the frequent turning out required to get out of the way of the rapidly moving trolley cars. "We do not think," he concluded, "public wagonways should be diverted from their original use."<sup>79</sup>

It was not the trolleys, however, that sounded the death-knell of the horse-and-buggy civilization. This was given by the "horseless carriages." "Automobiles will soon be rivalling trolley cars," declared a local Longport writer in 1900.<sup>80</sup> Before the impact of the automobile is investigated, however, two inventions facilitating quicker communication and transportation deserve consideration.

#### 4. *The telephone and the early airplane.*

A new device just put in is called the "howler." Its purpose is to call to the phone careless subscribers who leave their receivers off the hook. This device . . . sets off a screech in the house. . . . One woman who heard it was afraid to go near the phone and a man had to be sent to the house to hook the receiver up.

(Comment in Atlantic City newspaper, 1905.)<sup>81</sup>

The telephone also spanned two periods. It originated in the 19th Century, but its years of greatest develop-

ment were in the 20th. In contrast to the trolleys, however, its services increased each decade.

The beginnings of the telephone at the shore dated back to the 1870's. At Asbury Park James Bradley, the founder, had the first telephone installed in the community in 1878. The line ran between his home on Main Street, at the head of Wesley Lake, to his office in Park Hall. By 1881 ten residents had united to inaugurate a local telephone system. Although there was no central office, about ten miles of wire were strung within the community. To call another person, the subscriber had to crank the phone himself the right number of times. In the latter part of that year, the first central office was established on Cookman Avenue. This could handle four calls at one time. At that time the "system" had fifty-five subscribers who made fewer than a hundred calls a day.

In March, 1911, a "common battery" switchboard was set up at 500 Bangs Avenue, and subscribers no longer had to crank their phones to get central. By that time there were 2,813 phones in the Asbury Park district. This number grew steadily until by the end of 1946 there was 17,447 telephone subscribers in the Asbury Park area and in the busy summer season the local board handled over 88,000 outgoing calls, and plans were being made to inaugurate a dial system.<sup>82</sup>

Similar developments occurred in other shore sections of the county. At Long Branch the first phone was installed in the spring of 1882, when service was started in West End. One woman operated the exchange and a man served as the first relief and night operator. Service was started with twenty-five subscribers, about half of whom had direct one-party lines.<sup>83</sup>

During the first two years there was so little demand for service that the exchange was closed for the winter and re-opened in the spring. One pay station, served by the central office at Asbury Park, was kept open for



(Courtesy Henry S. Truax, Asbury Park)

*Intersection of Cookman and Bangs Avenues, Asbury Park, 1910*



emergency purposes. By 1884 the demand had increased enough to have the exchange moved into quarters above a local store where a larger switchboard was installed. The new manager had to be relief and night operator, salesman, installer, wire chief, and collector. At this time there were less than fifty telephones in operation. In 1886 connections were made to New York and Philadelphia by the construction of a line from Long Branch to Freehold. In those days such long distance communication required lusty lungs and good vocal chords to make conversations intelligible.<sup>84</sup>

The telephone was introduced to Sea Bright, north of Long Branch, in 1885, when connections were made with the New York and New Jersey Telephone Company. The first switchboard there was three feet wide and two feet high. One unusual feature was the foot pedal used by the operator when ringing. The switchboard served eight customers. More were added as subscribers from Rumson joined. The lines also served Fort Hancock on Sandy Hook. In the early days of the 20th Century calls from Rumson and Sea Bright to New York involved endless repetitions and much shouting and often required the services of an operator as an interpreter. Calls were then made by name and all the operators knew the subscribers personally. By 1911 the exchange had 122 subscribers. In 1927 the local service was taken over by the New Jersey Bell Telephone Company. It grew steadily and by the early 1940's over 1,200 subscribers had telephones in Rumson and Sea Bright, with calls averaging 8,500 daily.<sup>85</sup>

The same trend appeared in the counties south of Monmouth. At Lakewood in Ocean County the first phone was installed in 1895 and the switchboard was housed in the local drugstore. The clerk waited on customers and connected calls at the same time. By 1927 the system there had its first company building.<sup>86</sup>

By 1905 the Atlantic City system in Atlantic County

was servicing 9,000 calls daily and serving 1,200 subscribers. New subscribers were coming in regularly.<sup>87</sup> By January of that year it was possible to make calls from Atlantic City to Pittsburgh. In 1906 beginnings at putting the telephone cables underground in conduits were made when the telephone company removed all its poles in the Atlantic Avenue business section.<sup>88</sup>

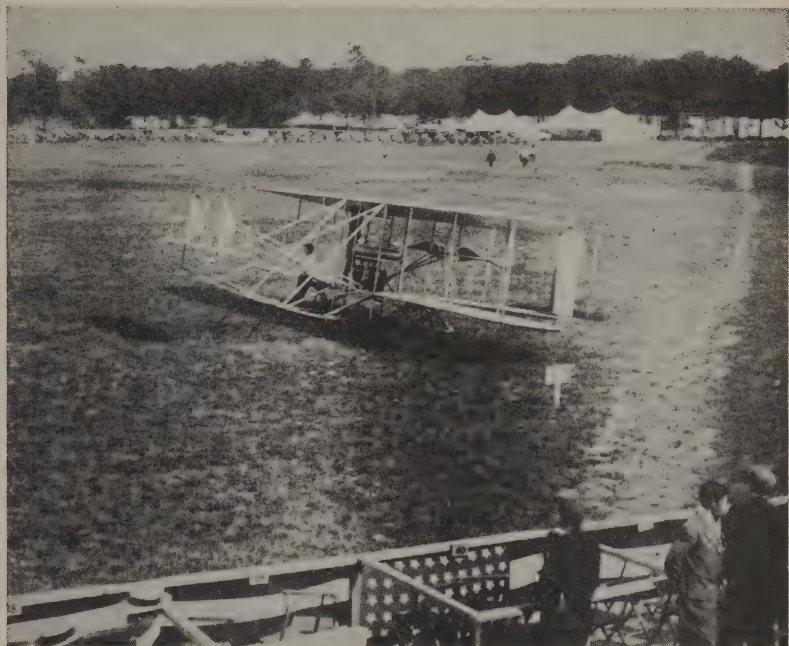
Telephone service not only increased in the built-up areas along the shore in the 20th Century, but it also began to reach out into the rural region. In 1930 Ocean County farms reported 175 phones out of a total of 630 farms; Atlantic County, 373 out of 1,572 farms; and Cape May County, 162 out of 383 farms.<sup>89</sup>

Wireless also came to the shore in the 20th Century, although not as a local service. As early as 1905 efforts were being made there at wireless telegraphy. A tall mast was constructed at Atlantic City's Ocean Pier for that purpose. The operator was able to talk with ships many miles off shore. The office was open to visitors and attracted much interest, as the idea of sending messages many miles without wires was still a novelty.<sup>90</sup>

The largest wireless development on the shore was the one established at Tuckerton between 1912 and 1914. It was built by a German concern near the site where the British landed during the Revolution to attack Pulaski's outpost, an episode discussed in Chapter VIII. The tall steel shaft at Tuckerton was nearly five times as high as Barnegat Light. The site faced an uninterrupted sweep of the Atlantic and there were no electrical disturbances near it. During the period of construction, which began in May, 1912, many local workers were employed under the charge of a German engineer. Taken over by the federal government in World War I, this was later acquired by the Radio Corporation of America, which installed new equipment involving the erection of fourteen Marconi tubular masts each 305 feet high, to transmit messages to European cities as

well as to communicate with ships at sea: The main mast is 778 feet high and weighs 250 tons. A beacon on top warns aviators of its presence.<sup>91</sup>

The early 20th Century years also marked the beginnings of the airplane, following the experiments of the



(Courtesy D. C. Bowen, Asbury Park)

*First Air Meet at the Shore, West Interlaken, 1900*

Wright Brothers at Kitty Hawk in 1903. The first air meet at the shore, sponsored by the "Aero and Motor Club," was held at Asbury Park in August, 1910. The flying field was at neighboring West Interlaken and five Wright biplanes and two balloons comprised the equipment of the airfield. The only accident during the meet was one plane crash, with no loss of life.<sup>92</sup> On October 15th of that same year Atlantic City was the point of departure when the first attempt to cross the ocean in a

dirigible airship was made by Walter Wellman, a polar explorer, in his "America." Difficulties were met after it had flown about 1,000 miles over the ocean and the dirigible had to be abandoned. The members of the crew were picked up by a steamer and taken to New York.<sup>93</sup>

On July 2, 1912, a second attempt to cross the Atlantic from the same resort was made; this time by Wellman's chief mechanic, Melvin Vaniman. He had raised the 250 foot long airship, called the "Akron," about 2,000 feet over Absecon Inlet when puffs of smoke were seen to come from the bag, which was filled with hydrogen. It exploded and at once became a mass of flame. The crew of five men were killed. The skeleton of the airship crashed into the Thoroughfare near Rhode Island Avenue.<sup>94</sup> As noted in Chapter XXXI, a second "Akron," manned by the Navy, dropped into the Atlantic off Barnegat Light on April 4, 1933.

By 1919 Atlantic City had its first flying field called an "Airport." In the subsequent decades travel by air became more common and landing fields were constructed near all the larger shore towns.<sup>95</sup> The shore area grew more "air conscious" with the expansion of military air activities in each of the four shore counties during the two World Wars, as discussed in Chapter XXXI.



## CHAPTER XXVI

### THE ERA OF THE AUTO

The people received their first introduction to the horseless carriage today when a family came slowly into town mounted on an automobile. . . . The vehicle was driven by a small gasoline engine and made unsteady progress. . . . If this is a fair sample of the machine that many writers prophesy will soon supersede the horse, then all we can have to say is that noble animal has a long call on the auto.

(Excerpt from newspaper item, 1899.)<sup>1</sup>

In many respects the automobile and the truck changed life in the shore counties even more than the railroad fifty years earlier. By the turn of the century, the automobile with gasoline motor was being seen at the shore and from then on it increasingly affected the lives of all who lived in the shore area.

The first automobiles were the butt of many a joke. The vehicle noted in the above quotation had to receive aid from two bystanders who "gave it a boost" to get it across the village bridge. It made considerable noise and, in the words of the correspondent, "its gait was between four and five miles an hour."<sup>2</sup> In 1901 another commentator noted that the first automobile stage seen in his town had passed through three days before Christmas. It caused a tremendous sensation. The small boys even left off their annual argument as to whether or not there was a really truly "Sandy Claws" and talked of nothing but the horseless wagons. When the new vehicle stopped in the village, a crowd gathered around it to inspect its mechanism and to ply the driver with questions. "It is now the height of everyone's desire," concluded the writer, "to take a ride on the horseless wagons."<sup>3</sup>

The story of the arrival of the first automobiles at the shore, and of the trials of early automobiling, to-



*Main Street, Toms River*

gether with a discussion of their impact on the better roads movement and on railroad retrenchment are topics considered in this chapter.

### 1. *The spread of the horseless carriage.*"

Cape May is becoming more popular as an automobile resort every year because of the excellent routes from Philadelphia and New York. There are ample garage facilities and all the needs of the automobilist at Cape May.

(Item in *New York Herald*, July 19, 1908.)<sup>4</sup>

The first automotive vehicles that appeared at the shore, forerunners of the gasoline-driven cars, were the "electrics," powered by storage batteries. These began to make their debut at the shore resorts around the turn of the century. The first one seen in Atlantic City arrived in the fall of 1899. It was an imported French electric car and was greeted with much comment.<sup>5</sup> At approximately the same time the first "electrics" were appearing in Long Branch, in Monmouth County. Old family retainers who had spent their lives as coachmen struggled loyally to master the unsatisfactory vehicles with their short-lived motors.<sup>6</sup> There were only a few places where the storage batteries could be charged and if the batteries went dead miles from an electric plant, it was necessary to hire a team, have it hitched to the car, and be hauled to the plant amidst cutting comments from the bystanders, such as "Get a horse."<sup>7</sup>

The most talked-about car at Long Branch was one purchased by the famous Diamond Jim Brady, who was a summer visitor at the resort. To assure himself that he would always have a car that would be ready to use, Diamond Jim bought six "electrics" from a New York salesman, who was requested at the same time to select six good chauffeurs, one for each car. Of the half-dozen vehicles in his fleet, the one that attracted the most attention at Long Branch was the one specially constructed

to his order. The salesman recalled that Brady demanded that it be like a brougham with a semi-circular glass front that came down to the floor. "I don't care," Jim remarked, "so much about headlights on the road. What I figure on is a hundred concealed lights that will shine into the car." The automobile was built to his specifications and all aglow, it rolled down Ocean Avenue displaying the beaming Diamond Jim and the lovely Lillian Russell. In the fall Brady shipped the car back to New York.<sup>8</sup>

The gasoline-motored auto followed close on the heels of the "electrics" at the shore resorts. A short time after the advent of the French imported "electric" at Atlantic City two men there purchased a pair of Wintons, then called the "snappiest American made job." With their one cylinder motor they had a top speed of about ten miles an hour. Later the Winton Company developed a four-cylinder motor, and six more cars of that make were brought to the resort. All were steered by means of levers, and could make the unheard-of speed of forty miles an hour. By 1904, according to a display advertisement in the *Asbury Park Press* of July 18th, shore residents could buy a Ford with two cylinders, "no vibration, and a speed of eight to thirty miles an hour."<sup>9</sup> In this year the police of Atlantic City felt it necessary to motorize their auto patrol to keep speeders in check and to bring disorderly persons into headquarters. The "Black Maria" was an "electric"; its principal job was to collect drunks. It stopped frequently for re-charging at the old Electric Plant on South Carolina Avenue in 1900.<sup>10</sup>

The first garage in Asbury Park was established in 1905 by C. R. Zacharias, whose first job was to repair a Locomobile. Zacharias was an outstanding example of an individual who kept abreast with the changes of his times. In 1892 he was a leading figure in the Asbury Park Wheelmen's Club. In these years he helped build bicycle paths and was instrumental in getting Neptune Township to appropriate \$500 for one in the latter 1890's. In 1894



he procured a Columbia Bicycle and at the turn of the century he purchased his first auto, an "electric." His garage was successful, and by 1911 the local paper referred to him as the pioneer auto dealer on the Jersey Shore.<sup>11</sup>

The automobile offered opportunities for a new type of recreation for shore visitors, "touring." It also provided a new means for contact between the shore and the metropolitan areas of interior New Jersey, New York, and Philadelphia. At that time the word "touring" was used to mean taking nearby drives. Early in the 20th Century items began to appear in local shore newspapers about guests who were enjoying "touring" the shore roads in their new automobiles. Three of these appearing in one August, 1904, issue of the Asbury Park paper, described the activities of tourists. A doctor from Elizabeth, New Jersey, and his mother were stopping at the Hotel Monmouth and touring the vicinity in their White Steamer Auto car. The next bit of news told about a Paterson, New Jersey, silk manufacturer and his family, who had brought two automobiles to Asbury Park with him. The following item gave news of a couple from Port Richmond registered at the Brunswick, who had brought their famous "Yale" automobile with them and had been touring over the "beautiful drives and retreats" surrounding the city.<sup>12</sup>

By this year special "tally-ho" autos, accommodating a group of people, were offering drives along the shore. The Asbury Park paper of August 30, 1904, contained an account of one of the liveliest motor tally-ho parties of the season. The big machine left Ocean Grove at 3:15 in the afternoon amid the cheers and ovations of guests and neighbors, and set out for Lakewood. The route taken included Belmar and Point Pleasant, with a return by way of Allaire, which was called "the Deserted Village." Seventeen people took the trip and the item concluded by saying "Words failed to express the delight of the party

as they arrived home at 6:30 P. M. from their flying trip. . . . Refreshments were served on (*sic*) the automobile."<sup>13</sup>

A week later the same conveyance took a group on a trip from Ocean Grove to Atlantic City. The start was delayed "owing to a slight breakdown." The party planned to return from Atlantic City that night by train. Few people travelled by automobile at night at that time, as lights were dim and undependable.<sup>14</sup>

All the resorts along the shore felt the impact of the early automobile. Items began to appear in the Atlantic City papers which showed closer contacts with metropolitan Philadelphia. It was news when an automobile travelled from the city to the shore. The *Atlantic Review* ran a headline on January 2, 1905, "Auto Trips Will Now Be Popular," and told in the story about a group who had come to the shore from Philadelphia in their "big Panhard Car."<sup>15</sup> In April the same paper told of a new record which was established when a man drove his car from his home at Fifth and Popular streets in Philadelphia to Atlantic City in two hours and fifteen minutes. The machine was a sixty-horsepower car, and the roads were said to be in excellent shape. It was also announced that eight auto parties had arrived at Atlantic City on the previous day.<sup>16</sup>

Some cars even drove to Atlantic City from New York at this time. The following week the same paper ran another headline, "From Gotham in a Touring Car," and the story below told of a fast run from New York to the shore made by a guest in his "powerful touring car." The same week a party arrived from Philadelphia in their "Mercedes" car and another from Haverford in their big "Winton" touring car.<sup>17</sup> Within a few years so many visitors were appearing at the shore in their automobiles that they no longer rated separate items.

A number of resort cities held automobile races to attract more visitors. In 1905 Lakewood held a special "Automobile Tourney" on April 25th through 29th for

"trials of all types of motor cars and races for touring and racing cars."<sup>18</sup>

In 1908 Long Branch also introduced automobile races at its Elkwood Park. The local citizenry felt that there was enough excitement in watching cars tear along at fifty or sixty miles an hour to compensate for the absence of betting. The greatest attraction that season was a well-advertised and well-attended match between four of the fastest automobiles of the country, one of which was Barney Oldfield's "Green Dragon." Two of the other cars entered were of foreign make, a Mercedes and a Renault; the fourth was an American Packard.<sup>19</sup>

In 1908 Atlantic City established an annual "Sociability Run" from Philadelphia to Atlantic City. The person who won this race in 1911 drove a Columbia and the time was three hours, forty-six minutes and sixteen seconds for the 72.7 miles. This was before the construction of the pikes to the shore. The Sociability Runners reported varying mishaps along the road, and some had to turn back.<sup>20</sup> In the June 27, 1911, issue of the *Atlantic City Review* an item appeared announcing the reverse procedure; twelve cars had just started from Atlantic City for the West Coast for a shore to shore trip.<sup>21</sup>

By 1920 cars were a common sight, although the greater percentage of visitors to the shore still went by railroad. In a Fourth of July item in 1922 it was announced that many visitors had come to Atlantic City by train, but the outstanding feature of the crowds was the number who had arrived by automobile. Cars were parked on the avenues by the hundreds and at least half of them bore what were called "foreign" licenses. Most of them were from Pennsylvania, but many were from New York.<sup>22</sup>

By the 1940's automobile registration had reached high proportions. In 1941, for example, every 5.2 persons in Atlantic County had a car; every 3.6 in Cape May; 3.4 in Monmouth, and 3.1 in Ocean County. Of the four

shore counties the heaviest registration of cars that year was in Monmouth, which had 46,688. Atlantic County followed with 23,429; Ocean was next with 11,890; and Cape May last with 7,884.<sup>23</sup>

In 1950 there were still more cars and more and more summer trade was coming to the shore by automobile. A traffic count at the approaches of Atlantic City at the height of the summer season, the third week in August, 1950, revealed that 75,000 autos had entered the city in the forty-eight hours from Friday midnight to Sunday midnight. The heaviest travel was on the White Horse Pike, via Absecon Boulevard. The week day count of autos fluctuated. In round numbers, on Monday, August 21st, 32,000 arrived; on Tuesday, 29,000; Wednesday, 28,000; and Thursday, 27,000. On Friday, the number of incoming cars soared for the weekend, with 42,000, and 37,000 came in on Saturday of that week.<sup>24</sup>

## 2. *Early automobiling days.*

Our best roads are taken possession of as racing tracks by the autoists, a large majority of whom have no more regard for the rights of others . . . than did the pirates on the high seas 150 years ago, and today, they have practically driven our women and children from the use of our own highways.

(Adverse reaction to the automobile, 1905.)<sup>25</sup>

The early motorists in the shore area, as elsewhere, found many problems facing them when on the road. Throughout most of the first decade of the century automobiles had no windshields. If the owner wanted one, he had to pay quite a bit extra for it. If he got one, the only wiper was a piece of chamois, and in a storm the car had to be stopped often to wipe off the windshield. Owners usually avoided night runs, since the lights of acetylene gas were weak. Gas for the headlamps was kept in brass tanks: it often refused to work when most needed. Rain came, but few of the early vehicles had tops. If the car



did have a top, it was necessary for the passengers to get out and get it up if a sudden storm arose. There were no facilities for repairing tires and a flat tire on the road was a major catastrophe. No one carried a spare tire; a flat meant repairs right where it happened or the ruin



(Courtesy Wm. O. Gwyer, Toms River)

*Automobile, corner Main and Water Sts., Toms River, 1907*

of expensive casing or tube. When the engine refused to function, the blacksmith and the bicycle shop men knew little about its repair. For that matter the owner knew less than the repair man and the latter could tinker all he wanted to and make any charge he wished.<sup>26</sup>

The problem of procuring gasoline was often a pressing one. It cost but from six to eight cents a gallon, since in the early days there was no tax on it. There were no pumps; it was poured from a five gallon can. It was dispensed at grocery stores, which had been accustomed to market it for fuel in cooking stoves. The motorist usually carried a spare can of gasoline. If he ran out of fuel, he often had to walk miles to get more. On holiday week-

ends the question of gasoline sometimes became acute at the shore resorts. At Asbury Park, for instance, the Fourth of July in 1904 brought unexpected demands. To make matters worse, a railroad car of gasoline which had been expected for a week had failed to arrive. Automobilists found themselves in straits because of the scarcity of fuel and offered ridiculously high prices for it. One chauffeur was said to have gone into a local grocery store and offered a dollar a gallon for it. The Zacharias garage went to Red Bank and got a wagon load of ten barrels.<sup>27</sup>

One of the most difficult problems facing the early autoist arose when he passed an excitable horse. Most people who did not own a car disliked automobiles because they frightened horses and caused many runaways. Automobiles were accused of spoiling the pleasure of driving on public roads. In fact, they were even accused of being the cause for farmers moving away from their land. "Why do farmers want to sell their property?" queried the State Board of Agriculture in 1905. "Because chiefly, the wife and daughters are deprived of the old pleasure of driving out as formerly as their safety is menaced by the frightful automobile."<sup>28</sup> In the end the farmer solved the difficulty by buying an automobile himself.

Many serious accidents were caused when horses were frightened by cars. A typical one was described in the *Asbury Park Press* in August, 1904. A group of guests were driving across Deal Lake Bridge toward Long Branch when a large automobile frightened their horse, which swerved to one side, throwing the occupants from the carriage to the ground and breaking the front wheels of the vehicle. The animal, mad with fright, kicked himself loose from the trap and tore down the main boulevard. The owner of the machine stopped and assisted the injured, who fortunately were not seriously hurt.<sup>29</sup>

The auto not only scared horses, but also hens, whose life up until the machine age had been comparatively placid. With automobiles tearing along the roadway, the

hen's life was in constant peril. One observer wrote in 1901, "The appearance of the automobile . . . may cause an egg famine in the vicinity. As they rush along the country roads, they scare the lives almost out of the usually sedate and industrious hens."<sup>30</sup>

Motorists were constantly accused of bad manners. Their thoughtlessness in driving rapidly through muddy pools of water adjacent to curbs or crossings was anathematized, and they were censured for being equally thoughtless of the annoyance they caused by rapid driving on dusty roads.<sup>31</sup>

Feeling against the new mode of travel rose in the earlier years of the century to such an extent that a few misguided persons sought to destroy the vehicle that was harassing them. In 1905, a woodchopper on his way to work on the County Road at Absecon found a box charged with powder and percussion caps attached to a string stretched across the highway. A passing car fortunately had broken the cord without exploding the contraption. The "bomb" was thrown into a nearby pond.<sup>32</sup>

As the number of automobiles on the road increased, action to curb their speed was implored. A correspondent to a local paper in 1904 urged that the towns between Camden and Atlantic City arm their constables with guns to be used in puncturing the tires and machinery of the offending vehicles.<sup>33</sup> A year later an Atlantic City newspaper announced that any constable or police officer was authorized to arrest without warrant any person driving a motor vehicle contrary to the law.<sup>34</sup> In 1906 the state passed a motor law limiting the speed to one mile in six minutes on curves, or ten miles an hour, and not faster than one mile in seven minutes in built up sections. On the open road a speed of twenty miles an hour was allowed.<sup>35</sup>

As speeding continued traps were suggested as a preventive measure. An article in a Mays Landing paper in 1907 reported that the Atlantic County Board of Free-



holders had ordered telephones installed on all the principal roads in order that officers could be notified of the "whizzing machines" which escaped capture by their speed. A corps of special road policemen on swift motorcycles was to be put in charge of the telephone system. The account added hopefully, "A harvest of fines is expected as a result of the venture."<sup>36</sup> Later the matter of controlling traffic on roads outside of town limits was turned over to the state police.

Not only did automobiles cause accidents by frightening horses, but they themselves became involved in accidents brought on by excessive speed on roads built for horse and buggy days. Such a disaster was one chronicled in August, 1904, in the local Asbury Park paper. A touring car belonging to a New York lawyer became unmanageable while running at a "rapid rate" at Belmar. It was said to have been going forty miles an hour when it toppled over a five foot embankment on the curve near the Shark River Bridge. Fortunately, no one was killed.<sup>37</sup> The hundreds of shore county bridges were not built to bear up under such fast traffic. Soon most of them bore signs which read, "\$5 fine for crossing this bridge at a faster gait than a walk."<sup>38</sup> The first accident of this nature mentioned in the local paper in Mays Landing was in an item on August 21, 1909, when it was announced that an auto had overturned on a curve at Gravelly Run on the Great Egg Harbor River. Four people were seriously injured, but escaped death. The machine, a Buick, was almost a complete wreck. Many curious persons who had learned of the accident went out to look at it.<sup>39</sup>

When autos became a bit more common upon the road, they sometimes met head-on. One of the first of this type of collision was noted in an Atlantic City paper on the day after Memorial Day, in 1911. It happened in Pleasantville, when "Speeding along at a rate exceeding 25 miles an hour, two autos running in opposite directions came together with a terrific crash at the juncture of the



Shore Road and Washington Avenue in Pleasantville yesterday, furnishing the sensation of the day in the quiet off-shore town. Attracted by the noise of the collision, many came running to the scene expecting to find the occupants of the two cars lifeless in the roadway, but they gasped in amazement when they saw, instead, the two drivers gesticulating wildly in the middle of the street, each placing the responsibility of the accident upon the other."<sup>40</sup>

Accidents continued with increasing severity, and many farmers were afraid to drive their horses on the main roads. Too many had had experiences like that of one farm couple who still drove a horse and felt that a horse and buggy was "good enough for them." A few years before they had been struck by a truck while they were driving carefully, and their buggy was kindling wood in a flash. The man was knocked unconscious and his wife landed in a ditch with a broken leg. The cushion, swingle tree and lamp were all that was left of their vehicle. No wonder they disliked automobiles vehemently.<sup>41</sup>

The autoists put some of the blame for accidents on the drivers of horses, especially if the trouble occurred at night. Following an accident in which a farmer had lost his life, an autoist wrote a letter to a local paper on August 14, 1908, in which he decried the failure to enforce the regulation that farmers carry a lantern on their wagons at night. In many cases the farmers did not light their lamps until they neared village limits. The writer accused the police of lying in wait for automobilists and fining them heavily for the slightest infraction of the law, yet letting farmers and others go immune from arrest when they failed to obey regulations.<sup>42</sup>

Careless driving of horses also caused accidents. Typical was one which occurred at Deal in 1904, when an automobile was smashed against a lamp-post in an effort on the part of the chauffeur to escape collision with a carriage which had swerved to the left as he was about

to pass. The carriage party did not even stop to see what had happened.<sup>43</sup>

The problem of fees for automobiles arose early in the century. In 1905 turnpikes along the shore, and elsewhere in the state, were given special authorization by the legislature to charge not more than one cent a mile for automobiles built to carry two persons and two cents a mile for those which could hold more than two.<sup>44</sup> License fees were also charged. In the earliest years of automobiling car owners registered at the office of the chief official of their town and he sent the registration to Trenton for filing.<sup>45</sup> No license plates were issued. The state gave a license card and the owner furnished his own tag. Sometimes it was a leather belt on which were hung metal numerals of the same type as those used to denote house numbers.<sup>46</sup> In 1906 the Legislature created the Motor Vehicle Department, and that year 13,759 automobiles were registered in New Jersey, and \$67,973 in fees were collected.<sup>47</sup> Autos equipped with engines up to thirty horsepower paid three dollars a year and over that figure, five dollars. Motorcycles paid a fee of one dollar a year.<sup>48</sup> In 1918, a little more than a decade later, 134,964 motor vehicles were registered and \$1,923,163 in fees were collected.<sup>49</sup>

By 1911, when more out-of-state cars began to make their appearance at the shore resorts, the problem of reciprocity concerning state licensing arose. At this time Pennsylvania and Delaware refused to reciprocate and New Jersey retaliated by charging motorists from those states a fifteen dollar license fee. Atlantic City hotel men were the first to complain to the State Commissioner of Motor Vehicles, for they feared that motorists from those states would stay out of New Jersey rather than pay the fee. Resort authorities from Long Branch, Asbury Park, Wildwood, and Cape May joined a delegation from Atlantic City at Trenton for a grievance meeting, at which Governor Woodrow Wilson promised to remedy the

situation.<sup>50</sup> Eventually reciprocity was allowed, despite the protest of the State Board of Agriculture, which declared that the campaign to admit to the state free non-resident automobilists under the guise of reciprocity and hospitality was unfair, since it placed upon the taxpayer of the state the burden of maintaining roads used by those who did not pay anything toward their repair and support.<sup>51</sup>

The advent of the automobile caused a momentous shift in vocations, eliminating the blacksmith shops, the wheelwright shops, and the livery stables. The change was gradual but steady. Many livery stables built accommodations for storing autos, and furnished taxi service. In 1905, for instance, an item from Atlantic City announced the recent construction by the proprietor of a livery stable, of an \$8,000 building to store autos.<sup>52</sup> In 1939 that resort reported forty auto repair shops employing eighty people; nineteen storage garages, employing fifty-four men; fifteen parking lots, employing twelve; and eleven other automotive repair establishments employing eleven people.<sup>53</sup> In the same year Atlantic County listed fifty-eight auto stores, including agencies, and 281 filling stations, sixty-six of which were in Atlantic City. Cape May County listed twenty-five auto stores, including agencies, and 164 filling stations; Ocean County thirty-four and 178, and Monmouth County reported the largest number in the shore area, 102 auto stores and agencies and 392 filling stations, thirty-two of which were in Asbury Park.<sup>54</sup>

Business generated by the automobile increased steadily. Although there were fewer service stations in 1950, those which survived did a bigger business. In 1948 Atlantic County reported 238 service stations whose receipts amounted that year to \$6,307,000; Monmouth County listed 352 stations and receipts of \$10,449,000. Automotive repair shops and service stations followed the same pattern.<sup>55</sup>

### 3. *The movement for better roads.*

A good road if it is kept good is a joy forever. Who wants mud up to the hubs or dust several inches deep? Oh, hasten the day when the deplorable conditions that now so often exist . . . will be unknown! The automobilists are making a fight for better roads and the farmers ought to fight for them too.

(Newspaper item written in 1907.)<sup>56</sup>

One problem the automobiling public faced from the start was the need for better roads. Gravel was the chief surface material, and in many shore areas a great deal of clay was mixed with the gravel. In winter the roads soon rutted and froze and made very rough going. When they thawed out in the spring they seemed to become bottomless. More than any other form of transportation, from ox to airplane, the automobile provided the greatest impetus to the improvement of highways. It was this invention which brought the shore region into the closest contact with the metropolitan areas of New York and Philadelphia, and by the first decade of the new century the citizens of the shore counties were beginning to realize the importance of the new type of transportation. The *Mays Landing Record* of June 15, 1907, declared that automobiles were unquestionably destined to form an enduring factor in everyday life, and expressed the belief that their owners would be a force for road improvement.<sup>57</sup> By the late 1930's the automobile and improved roads had made the shore resorts easily accessible to millions of pleasure seekers. Motorists could go from Philadelphia or New York to the resorts on the Jersey shore in an hour and a half.<sup>58</sup>

The beginning of the movement for better roads has already been considered in Chapter XXIV on the "Turnpike and the Horse," and a discussion of further efforts made at the turn of the century has been mentioned in the preceding chapter. By 1900 six hundred miles of hard



roads had been built with state aid, but a very small proportion of this was to be found in the four shore counties.<sup>59</sup>

Early attempts to improve roads in the shore counties were not very successful. In 1905 newspapers complained of the excessive crowning of the main roads, and that the new gravel roads were not proving satisfactory for winter traffic. In 1907 tar or oil mixed with asphaltum was used on the roads of Atlantic County in an attempt to lay the dust and protect the road beds. Its cost proved to be prohibitive for the county treasury. The counties received little state aid. In the year 1906, \$75,000 was allocated for road repairs from the auto license revenues. Of this Atlantic County received only \$11,308, and Cape May County but \$1,537.<sup>60</sup>

Since asphalt roads were so expensive, other substances were tried. The gravel road from Mays Landing to Pleasantville was treated by the county authorities with something called "Glutrin," which it was hoped would bind the gravel. This "Glutrin" was a trade name for a liquid lignin binder produced as a by-product in the manufacture of wood pulp. It did not form a sufficiently firm road.<sup>61</sup>

Most of the early improvements were made at county expense by the County Boards of Freeholders. No large scale improvement could be made without more aid from the state, and until such revenue was available the counties had to do what they could. About all they were able to accomplish was to keep the roads already built in repair. They were unable to construct new ones.<sup>62</sup>

With the increase in the number of autos, and the enlargement of revenue from licensing, the state was gradually persuaded to assume more responsibility for roads. The first comprehensive step toward a state highway system was made in 1912, when the state began to take over a number of routes. It was proposed at that time to designate about 1,350 miles of roads as state high-

ways. In 1913 New Jersey began to try to maintain and repair about five hundred miles of the proposed system. Appropriations were inadequate, however, and it was not until 1916 that the first large amount of state aid was given, when seven million dollars was set aside by the legislature. Even by 1920 many of the state aid highways were incompletd and unimproved.

The two southern shore counties, Atlantic and Cape May, benefitted by the construction of several new roads. Of greatest importance was the completion of two main arteries, the White Horse Pike and the Black Horse Pike, both of which provided access to the shore for the metropolitan district of Philadelphia and Camden. The story of the White Horse Pike has already been partly told in Chapter XXIV. Until the late 19th Century the Pike was merely a sandy highway between Camden and Atlantic City. By 1896, thanks a great deal to the efforts of the bicyclists, it had been largely gravelled above Atlantic County by county authorities,<sup>63</sup> and by 1904 it was referred to as a modern Appian Way.<sup>64</sup>

The Pike began in Camden, and passed through Haddon Heights, Laurel Springs, Berlin, Hammonton and Absecon. There it turned right to Pleasantville, where it connected with the Old Toll Road into Atlantic City. The straightening and gravelling of the highway in Atlantic County proceeded slowly. In 1906 the County Board rejected bids for gravelling the road between Hammonton and Atsion, which would have reduced the distance between Atlantic City and Philadelphia by fifteen miles, because of a disagreement over the depth of the gravel to be used.<sup>65</sup> In 1917 the entire White Horse Pike was designated as a State route. In 1918 bids were asked for paving and constructing the route from Berlin south.<sup>66</sup> In 1919 a new road was built across the salt meadows from Absecon which allowed the Pike to run directly into Atlantic City, but it was not until 1921 that the final stretch was hard-surfaced.<sup>67</sup> Portions in Camden County that had

already been built of stone were resurfaced. "Physically," remarked a Philadelphia newspaper in 1921, "the road is almost ideal and would be a paradise for motorists if the speed fiend could be eliminated as easily as dangerous curves and grade crossings."<sup>68</sup> On November 4, 1922, a dinner for three thousand was held at the Camden Armory to celebrate the reopening of the Pike as a paved highway.<sup>69</sup>

In 1922, before the completion of the Black Horse Pike, another road for the two southern shore counties, and particularly to Atlantic City, was opened. Known as the Harding Highway, in honor of the president of the United States at that time, who used the route when he made a visit to the shore, the road served traffic from the south, connecting the Delaware ferries at Penns Grove and at Pennsville with Atlantic City.<sup>70</sup> A branch of this route also served traffic from the Philadelphia and Camden areas via Malaga. In 1908 Atlantic County assumed responsibility for the highway from Pleasantville through Mays Landing to the county line at Downstown, in Buena Vista Township. As this road was improved in subsequent years it became another route to the shore, joining the Harding Highway above Mays Landing. It was particularly popular before the Black Horse Pike was finished.<sup>71</sup>

It was announced in 1925 that plans had been made for the Black Horse Pike to run through Weymouth and to come into Mays Landing, at an estimated cost of two million dollars. Cape May support was secured for the bill in the legislature by adding the Somers Point Road to the route, giving the Cape May resorts a direct state highway from Philadelphia.<sup>72</sup> The need for this further route to the shore was heightened in 1926 by the completion of the Delaware River Bridge between Camden and Philadelphia, ending the necessity for a tiresome ferry ride. Traffic over the bridge increased steadily and a decade later ten and a half million vehicles used the bridge, while the ferries carried about two and a half million



vehicles. The daily average of traffic in 1936 was 29,000 vehicles, with August being the peak month and February the low month.<sup>73</sup>

Most of the plotting for the route of the Black Horse Pike was finished in 1928. Difficulties in deciding its course were experienced in Atlantic County. That year a woodsman led engineers through the swamps above Weymouth down to Route 50 and suggested a possible road through to what later became the Cloverleaf two miles north of Mays Landing. The next year this route was confirmed by the engineers. New construction began at the bend west of Weymouth, went to Route 50, and then on to the intersection with the Harding Highway at McKee City. It was found that no outside fill would have to be brought in for use in the swampland, since there was enough nearby on the right of way. The Pike was finally opened to the shore traffic in 1932.<sup>74</sup>

The old "shore road" from Monmouth County to Cape May Court House, and thence to Cape May, which paralleled the coastal islands, was also improved. In the first decade of the century the state gave a few small grants-in-aid for this highway, and by 1917 twenty-one miles of it had been graded and gravelled.<sup>75</sup> To reach Cape May County from Atlantic City it was still necessary to drive to Mays Landing and from there around Great Egg Harbor to Tuckahoe. In 1923 the State took over the shore road all the way from Long Branch in Monmouth County down to Cape May, and a two mile toll bridge over Great Egg Harbor at Beesley's Point was constructed, making the route much more direct.<sup>76</sup>

During these same years a road was constructed directly along the sea islands in the two southern shore counties. Before this anyone driving from Atlantic City to Ocean City had to go to Pleasantville and from there to Somers Point for a ferry to Ocean City. In 1912 the ferry trip was eliminated when a wooden bridge was built over Great Egg Harbor Inlet between Somers Point



and Ocean City, with toll of twenty-five cents. This reduced the distance between Ocean City and Atlantic City more than thirty miles. In 1922 the state took over the bridge and ended the toll. Ten years later the State Highway Department finished the construction of a concrete



(Courtesy N. J. Council)

*New Jersey Gravel and Sand Company Plant,  
State Highway 34*

bridge there. The roadway was widened to four lanes, with a cost for the entire project of more than a million dollars. The span was formally dedicated in 1933.<sup>77</sup>

Still closer connection between the sea islands was in-

augurated with the completion in the 1930's of the Longport-Ocean City bridge, the initial link in the Ocean Drive. The Ocean City paper marvelled in 1939 over the improved facilities. In 1912 a trip to Atlantic City by motor car was considered a major event in the life of an Ocean City resident. It meant that two hours must be spent travelling over gravelled roads, rutted and hard on man and machine, before Atlantic City was reached. After the construction of the new Somers Point-Ocean City bridge the trip took twenty-five minutes by the mainland route, but over the Ocean City-Longport toll bridge it took only fifteen minutes.<sup>78</sup> In the following decade the Ocean Drive was completed southward with the construction of a new toll bridge to replace an old wooden one over Corson's Inlet and the building of three new toll bridges. One over Townsend's Inlet connected Sea Isle City with Avalon; another over Hereford Inlet joined Stone Harbor with Anglesea and North Wildwood; while the third, over Cold Spring Harbor, united Two-Mile Beach with Cold Spring and West Cape May.

Plans were also made to extend Ocean Drive north of Atlantic City. A bridge was built over the inlet to Brigantine Island, and just before the financial crash in 1929 it was announced that a shore road was to be constructed north toward New York. The highway was to be built directly north of Brigantine over shallow Great Bay and Little Egg Harbor Inlet to Tuckerton, via Little Beach and Atlantic County's Island Beach, thus cutting off twelve miles on the road between Atlantic City and New York. The road did not materialize, however, because of the depression and the expense of bridging Great Bay.<sup>79</sup>

At mid-century efforts were being renewed to have the state build a highway from Brigantine directly to the mainland, following the line of the abandoned railroad right of way from Oceanville. The hurricane of 1944 had washed away the Brigantine Bridge to Atlantic City

and left some four hundred persons stranded without mainland communication. The bridge had been rebuilt, but the residents of Brigantine feared it might be destroyed in another storm. Early in 1952 State Highway authorities were petitioned to build the link and continue it on from Oceanville to an interchange point with the proposed Garden State Parkway.<sup>80</sup>

Other new highways were being considered for the southern shore counties at this time. In 1950 the New Jersey Turnpike Authority began studying the possibilities for the construction of a Camden-Atlantic City Turnpike.<sup>81</sup> Of more immediate importance was the construction of the Garden State Parkway, begun in the latter 1940's, which would offer new contacts with the urban sections of North Jersey and New York. A small section of this road was completed in Cape May County in 1950 when a three and one-half mile section of the dual-highway freeway was finished between Cap May Court House and Wildwood Avenue in Rio Grande, by-passing the Court House.<sup>82</sup>

On January 8, 1952, in a message to the Legislature, Governor Driscoll urged the completion of the Garden State Parkway. The 165 mile toll road extending from Bergen County to Cape May Point would provide an open, high-speed, four-lane highway through Monmouth, Ocean, southeastern Burlington, Atlantic and Cape May counties. The following April, the Legislature created a toll authority within the State Highway Department. It was proposed that the road would be part-toll and part-free, the details to be worked out later. The sponsor of the bill, Assembly Majority Leader Elvin T. Simmill of Monmouth County, declared that the parkway was necessary "to preserve the greatest industry New Jersey has—the resort industry." He explained that it took four to five hours at that time to get to the north Jersey shore over existing roads. At the same time, the Legislature also provided for a state-wide referendum in the Novem-

ber, 1952, election, on a \$285,000,000 bond issue to finance the parkway construction. The measure would permit the Department of Conservation to landscape borders of the parkway and provide picnic and recreational areas. It was planned to make the section of the highway north of the Manasquan River a parkway with no commercial vehicles allowed. This would include the Monmouth County area. South of the Manasquan the road would be a freeway for truck traffic as well as pleasure vehicles. The term "freeway," however, did not imply the exclusion of toll booths in this latter section.<sup>83</sup>

During this period the municipalities also began to hard surface their streets. The paving of streets in Atlantic City was started in the early years of the century, although much agitation and publicity preceded the actual expenditure. "Even in dry weather," remarked a local paper in February, 1905, "Pacific Avenue is not the fine boulevard it ought to be . . . and in wet weather, . . . the mud is something abominable."<sup>84</sup> The following month the first contract was signed to pave the thoroughfare.<sup>85</sup> After considerable surveying and investigation the borough of Cape May financed the construction in 1925 of a short stretch of concrete highway between Cape May village and Cape May Point. Immediately after its completion land sales rose along the area served by it.<sup>86</sup>

Road improvement in the form of better lighting facilities was started in the earlier years of this period. In 1906 the Board of Freeholders of Atlantic County authorized the purchase of more than fifty arc lights to illuminate the approaches and the bridge which joined Absecon Island to the mainland. The current was turned on for the first time on September 22nd, and the *Mays Landing Record* for that date rejoiced that further accidents due to dark bridge approaches were "out of the question."<sup>87</sup> This proved over-optimistic, for crashes still occurred on the bridge approaches, despite the improved illumination.



The two northern shore counties also benefitted by the road betterment program. The first gravel road in Ocean County was built by the Board of Freeholders in 1904, to connect Lakewood with Point Pleasant. Following this the main Shore Road was improved from the Burlington County line north through Tuckerton as far as the Toms River Bridge, though it was several years before this stretch was entirely gravelled. Still later auto roads were built the length of Long Beach Island, from Beach Haven to Barnegat Inlet, and on Island Beach north of the Inlet from Seaside Park to Manasquan Inlet. Others were constructed from Lakewood to Lakehurst, and from Lakewood to New Egypt in the northwestern portion of the county.

The state gradually began to assume responsibility for the main roads. The first to become a state road was Route 4, which entered the county via the Manasquan River Bridge at Point Pleasant, crossed to Lakewood, and from there ran south to Toms River, down the Shore Road to Tuckerton, and on to the Burlington County line, a distance of fifty-nine miles. By 1923, fifteen miles of it were paved in concrete. The state had built about four and a half miles and the county most of the rest, although when it passed through municipalities the boroughs aided in the expense of the paving.<sup>88</sup>

In the mid-twenties Ocean County residents began a campaign to persuade the state to build a hard-surfaced road connecting Asbury Park with the Camden-Philadelphia metropolitan area. The United States Navy, with its Naval Air Station at Lakehurst, was particularly anxious to have good communications with Philadelphia. The road was finished in 1930 from Lakehurst and Whittings toward Philadelphia, and in 1936-1937 Lakehurst was connected to Laurelton, in Ocean County and to Brielle in Monmouth County. In 1938 the improvement of the road from Lakehurst to Trenton was completed.<sup>89</sup>

The advent of the new highways brought many new

summer residents to the Ocean County resorts. In June, 1914, an automobile bridge was opened, connecting Long Beach Island with Manahawkin on the mainland. It cost approximately \$90,000 and was built by private capital as a toll bridge. This stimulated the construction of a gravel road along the island, making the various resorts accessible by automobile all the way to Beach Haven. By the time the bridge was linked with the road system on the mainland, \$197,000 had been expended. Within ten years after this, the island had increased in summer population more than in the previous forty years. Later the state took over the bridge, freed it from toll, and improved it. By 1935 the last few miles of concrete were laid for a direct route to the resorts on the island from Philadelphia.<sup>90</sup>

In the same decade that Long Beach Island was connected by a highway bridge to the mainland, Island Beach to the north received similar facilities when a bridge was built from a location north of the mouth of Toms River across shallow Barnegat Bay over to Seaside Heights. Called the Barnegat Bay Bridge, it became a part of the state highway system in 1921.<sup>91</sup>

The widest network of improved roads developed in Monmouth County. Gravel was the principal material for road improvement before 1900, following which came an epidemic of asphalt and "bithulitic" construction which caused the gravel pit owners in the county to protest. By 1912-1913 the county had built the first concrete road, claimed to be the first concrete laid in the state, on a short stretch of road from Freehold south toward Adelphia.<sup>92</sup> By 1928 the county had the largest mileage of state highways of any county in the state, 127 miles out of New Jersey's total of 1,819. Atlantic County was second, with 123 miles of state highway; while Ocean County had 118 miles of state routes.<sup>93</sup> By 1936 Monmouth County had approximately 650 miles of roads

that had been improved either with hard-surface or with gravel.<sup>94</sup>

While Monmouth County had some visitors from the Camden-Philadelphia metropolitan area, most of the summer guests came from northern New Jersey and the New York City urban section. The county was nevertheless very pleased to see the completion by the state in 1936 of the highway from Lakewood to Laurelton, which gave better connections with Philadelphia for the north Jersey shore resorts.<sup>95</sup> In 1937 the connection with Philadelphia was further strengthened by the opening of a road between Laurelton in Ocean County and Brielle in Monmouth County. A new bridge was completed over the Manasquan that summer. Then it was only eighty-three miles from Philadelphia to Highlands; seventy-seven to Long Branch; seventy-one to Asbury Park, and sixty-four to Point Pleasant.<sup>96</sup>

More important to Monmouth County, however was the improvement of road connections with urban north Jersey and New York. In 1930 work was begun on a long-sought state road from Keyport along the shore of Raritan Bay to Highland Beach on the Atlantic, including a new bridge over the Shrewsbury River at Highlands, which served the northern tier of towns in the county. Better connections between the central shore section of the county and New York were assured in 1928 when the state assumed responsibility for the road which later became Route 34 in the northeastern part of the county. This included the section between Holmdel and Matawan, originally a turnpike, which had been taken over by the county in 1906 and its roadbed rebuilt with gravel. In 1928 it was widened by the state and new drainage and new bridges put in.<sup>97</sup>

By 1936 the shore road from the Woodbridge Cloverleaf on Route 1 to Eatontown had been gradually resurfaced with concrete,<sup>98</sup> and that year marked the completion of the Victory Bridge across the mouth of the

Raritan, which provided for by-passing Perth Amboy and eliminated a bottle-neck at the Woodbridge circle. Later the Edison Bridge, called a "superspan over the Raritan" by a local paper, further facilitated traffic from New York.<sup>99</sup>

In 1937 the local Monmouth County paper published a map in one of its May issues, under the headline "Highways Feeding North Jersey Shore Resorts." On it was indicated a nexus of roads converging on the Amboys and Newark and New York, including Route 36 from Highland Beach; Route 35 from Long Branch and Asbury Park; Route 34 from Asbury Park and Manasquan; and Route 4, the shore road to New York via the Freehold cut-off.<sup>100</sup> Eleven years later the same paper announced in a headline that the "face" of the county was being "transformed into a network of modern high-speed roads,"<sup>101</sup> and by this time New York City was only forty-eight miles from Highlands; fifty-seven from Asbury Park and sixty-one from Point Pleasant.<sup>102</sup>

As in the two southern shore counties, municipal paving of the streets of cities and towns also provided better road facilities. As early as the 1890's Long Branch put asphalt on its main street, Broadway, at a cost of \$105,000. In 1892 Neptune Township improved with a macadam center a stretch of its highway, which was rebuilt in 1910. In the latter year Asbury Park improved Cookman Avenue with wooden paving blocks. This aroused considerable opposition, however, because heavy rains often caused the expansion of the blocks, which sometimes floated away to clog the sewers. Later Mattison Avenue and Bond Street were equipped with a bithu-litic surface and other streets were treated with macadam.<sup>103</sup>

The improvements in the highway systems of the four shore counties during the first half of the century spelled diminished returns for the railroads, which gradually found themselves unable to compete with the new facili-



ties. Even as early as 1923 it was declared that more traffic was coming into the area by automobiles than by railroad.<sup>104</sup>

#### 4. *Railroad retrenchment.*

The station has seen better days. . . . For two years there have been no passenger trains and only occasional freights. At the time, the inhabitants thought the stopping of railroad passenger trains a terrible calamity, but they have lived through it and with the many automobiles which gave service to the owners and often a lift to the less fortunate; the town eats and sleeps just as well to the toot of the auto horn as the whistle of the iron monster drawing a train of cars.

(Opinion of South Jersey resident in 1931.)<sup>105</sup>

It was not until the third decade of the century that the railroad started to occupy a position subsidiary to the auto and the truck. By the early Twenties, the rail network in the four shore counties had reached its height and from then on all branch lines slowly gave up competition and services on the main lines became increasingly curtailed. In the first two decades of the century, however, shore residents continued to rely primarily on the railroad for transport. The latter, for that matter, saw no handwriting on the wall when the automobile first appeared.

Traffic on the railroad continued to increase in the first decade of the new century. In 1904 the Pennsylvania Railroad reported it carried to Atlantic City more than a million people. This figure did not include the large number arriving over the tracks of the rival Reading line.<sup>106</sup> In other shore counties, too, there were evidences of increased traffic. On the road that was once the Jersey Southern, which had been taken over by the Jersey Central, a 1902 pamphlet called "Picturesque Lakewood" described the new station there as the "finest in the State," built "of gray stone and complete in all its appointments." Here were available "fast express

and other trains running at frequent intervals between Lakewood and New York."<sup>107</sup>

There were accidents on the railroads and when they occurred, they received proportionately more publicity than the many deaths from automobiles in later years. The latter casualties were scattered, and the lives lost in any one calamity comparatively few, while a railroad disaster snuffed out many lives in one awful episode. One of the most widely publicized shore catastrophes came on October 28, 1906, about five weeks following the electrification of the line between Camden and Atlantic City via Newfield Junction. This wreck, said the local paper, was more horrible than the one on the meadows on July 30, 1896, when sixty lives were lost.

The train left Camden at one in the afternoon, made its usual stop at Pleasantville and then headed across the salt marsh to Atlantic City. When it reached the center of the bridge over the Thoroughfare, a faulty rail turned inward and the train shot off the high trestle into the water below. A few passengers succeeded in crawling out of the rear car as it hung for a short time on the abutment before falling into the Thoroughfare. With the tide coming in, however, most of the unfortunates found themselves suddenly engulfed in the surging water. Only about twenty escaped alive out of the approximately one hundred on the train.<sup>108</sup>

The accident so thoroughly stirred the region that one resident felt moved to express his feelings in verse. A paper in Camden published his folk-poem entitled "The Wreck at the Thoroughfare." The words, which could be sung to the tune of the hymn, "Safe in the Arms of Jesus," included these lines:

Down where the murmuring ocean  
Breaks on the sandy shore,  
Swiftly a train is rushing  
Seventy souls or more,  
Eager with thoughts of pleasure,

Light-hearted, gay and free,  
Speeding across the meadows,  
On to Eternity.

Refrain

Wildly the cries of anguish  
Fall on the Sabbath air,  
Hopes of a life-time lying  
Down in the Thoroughfare.

Quick though the work of the rescue  
No one could help or save.  
Parents and children perished  
Deep in their watery grave.  
Brothers who died together  
Together were laid at rest  
Only one ray of Comfort:  
God in his love knew best.<sup>109</sup>

By the 1920's the profitable days of the shore railroads were over. The automobile and the truck were beginning to force the railroad to cut services on most of the main lines and to drop some of the spur lines to the shore resorts. In the two northern counties of Ocean and Monmouth, decreasing receipts made reduced rail accommodations necessary. One of the first lines in all the four shore counties to give up was a road operated from Beach Haven north to Barnegat Inlet, on Long Beach, Ocean County, which was abandoned in 1923. A gravel highway had been built to parallel the railroad and the cottagers along the beach were using their cars rather than the railroad.<sup>110</sup> In 1939 the railroad operating the twelve mile line from Tuckerton to Barnegat and the three mile branch line from Manahawkin to Hilliard, applied to the state and federal authorities for the right to give up the entire line. It stated in its application that it was impossible to operate the railroad profitably.<sup>111</sup> At mid-century plans were being made by the Jersey Central to apply for the right to discontinue passenger service in the Lakehurst and Lakewood area, a far cry from the situation fifty years earlier, when Lakewood had just

been given its new passenger station.<sup>112</sup>

In Monmouth County the railroads began to feel competition from the bus in the second decade of the century, although no rail lines were abandoned until later. Jitney bus passenger service made its appearance between Keyport and Matawan in 1915. The frequent trips were well patronized from the beginning.<sup>113</sup> By the Twenties freight traffic was decreasing and bus service was cutting into passenger volume.<sup>114</sup> Gradually, small stations were closed and spur lines abandoned. In 1934, for example, the station at Como, a "landmark built nearly forty-five years ago," was officially closed by the New York and Long Branch Railroad. Had it not been for the inconvenience to school children, the station would probably have closed several months earlier.<sup>115</sup> In the 1940's further retrenchment took place. In 1945, for example, the railroad north from Long Branch to Sandy Hook, which had been incorporated in 1863, was abandoned.<sup>116</sup>

Even though the main lines through the county kept going, their service was greatly restricted. The localities fought against the withdrawal of every train that was given up. They felt that many prospective residents were deterred from living at the shore because of the inadequacy of commutation service to the metropolitan zones.<sup>117</sup> Little could be done, however, since the railroads saw no hope of enticing enough car users back to make the operation of a number of trains profitable.

Frequent clashes between commuters and the railroad company occurred in the Monmouth County area. In 1936, for example, commuters tried to go on strike against the extra fifteen cent fee charged by the Pennsylvania Station in New York. One hundred passengers refused to pay the supplemental fare under the Hudson, but feeling against it eventually weakened and commuting continued. By this year the cost of commutation to New York was \$11.90 from South Amboy; \$15.20 from Long Branch; \$18.15 from Asbury Park and \$21.45 from Point



Pleasant in Ocean County, the terminus of the Long Branch and New York Railroad.<sup>118</sup>

In Atlantic and Cape May counties the railroads had to make similar readjustments to modern conditions. The effect of competition was heightened by the effects of the depression, with the result that plans were made for consolidation of the facilities of the two rival lines, the Reading and the Pennsylvania. The State Board of Public Utility Commissioners, following an intensive investigation, reported in 1931 that the plan was feasible. At that time, two complete double track steam railroad lines covered the distance between Camden and Atlantic City. From Camden to Winslow Junction, these competing lines were separated by distances varying only one to three miles, and at the latter place, the two came even closer together, and operated through Hammonton and Egg Harbor City within several hundred feet of each other. The Reading line from Cape May came into the Reading system at Winslow Junction, but the Pennsylvania route from that place served a different territory.<sup>119</sup>

The merger between the Pennsylvania and the Reading system in the shore area was effected in 1933-1934 under the title of the Pennsylvania-Reading Seashore Lines. This caused the biggest single change in rail facilities during the period up to 1950. Branch lines that once competed were torn up and only one line into a resort was kept. The line that entered Atlantic City from Absecon was continued, but the Reading route that came in by Pleasantville was given up. At Cape May, the merger was followed by the tearing up of the tracks of the Pennsylvania and the wrecking of the Grant Street station, and only one main route to Cape May from Camden was kept, that by way of Winslow Junction. Efforts of the consolidated lines to substitute bus transportation for steam trains during the winter season resulted in such stiff opposition that the idea was given up.<sup>120</sup>

In addition to the consolidation of the two main lines

that entered Atlantic City, there was retrenchment on the third line, built by the Pennsylvania to that resort. This was the road completed in 1880, which connected Camden with Atlantic City by way of Newfield Junction, and served Mays Landing and Pleasantville. In 1930 passenger business on this line had fallen to almost nothing, trains frequently running with only half a dozen passengers.<sup>121</sup> In 1939 electric trains on the line were discontinued and diesel motors put in use, and in 1949 all passenger service was given up and freight accommodations widely curtailed.

As in Monmouth County and the part of Ocean where facilities for communication by train to New York became the subject of public criticism, the southern shore counties steadily demanded better service and cheaper rates to the Camden-Philadelphia metropolitan area. The Atlantic City Chamber of Commerce in 1938 sought better train commutation service to Philadelphia in its campaign to "add 1,000 commuters and their families as all-year residents of the resort," but conditions did not warrant an increase in the number of trains.<sup>122</sup> During World War II an early train schedule was inaugurated with a 5:30 A.M. defense workers train for workers at the Camden and the Philadelphia shipyards. It was a local with many stops en route, and did not reach Camden until 7:28. Only ten to fourteen workers used it daily and it was eventually discontinued.<sup>123</sup>

At mid-century several hundred residents of Atlantic City were regularly commuting to Philadelphia by rail, but were protesting the increase in commutation rates. They were then paying \$36.95 a month for an unlimited number of rides to the Market Street ferry, or \$33.30 for week days only, excluding Saturdays, Sundays and holidays. Some of the regular commuters had formed clubs. One group of a hundred and twenty-five, going out of Atlantic City on the 7:10 train and leaving Philadelphia at 5:03, arriving at Atlantic City at 6:20, formed

a temporary organization to watch out for service and work against higher rates.<sup>124</sup>

There was naturally more commutation during the summer season when Philadelphia business men brought their families to the shore. One group from Ocean City celebrated in 1951 its "15th summer of cards and fun on wheels," according to a headline in a Philadelphia paper. The 250 members of the club had been playing cards and drinking lemonade from a butter churn every summer since 1937 on the line between Ocean City and Philadelphia. The club held an annual dinner at a Philadelphia hotel. The railroad provided a coach for the club on two of the four trains which shuttled daily between the southern Jersey shore and Philadelphia. Once it was urged that two coaches be provided for the club, one for the Democrats and one for the Republicans, but harmony prevailed despite the differences of political opinion.<sup>125</sup>

The railroad authorities firmly resisted the demands for improvement and increase in facilities for commutation. In 1947, for instance, when Wildwood residents hurled charges against the officials, pleading for the retention of an all-year round "Bridge Train" direct into Philadelphia, and told the officials that they were riding in "glorified box cars with every window jammed closed and the doors between the cars closed to keep out dirt," the general manager of the Pennsylvania-Reading Seashore Lines was quoted as saying that if the company were to operate modern de luxe cars, he did not believe it could increase its business ten per cent. "We have made thorough studies," he went on, "and regardless of train service, the people want their car at the shore."<sup>126</sup>

The automobile not only brought to the shore counties revolutionary changes in highway and railroad accommodations, but it also inaugurated widespread transformations in the field of agriculture. "The greatest change in farming," remarked one South Jersey farmer

in 1927, "is the advent of the autos and the truck. . . . It used to take all day to drive the horse and wagon to a nearby town and sell a load and get home; now, in a few hours, a truck can take produce into the Philadelphia market and get back home in time to take another load in the afternoon."<sup>127</sup> The import of these changes is discussed in the next chapter.



## CHAPTER XXVII

### MODERN TRENDS IN AGRICULTURE

My fifty years of farming cover a period of greater change and development than the 1,000 years preceding it. Not only mechanical devices such as the . . . tractor and the automobile, but entirely new business methods have come into use. In my early years, \$300 a year cash income would be about the average. Now we do more than that in one month.

(Observation made in 1926 by South Jersey farmer, who began to farm in 1876.)<sup>1</sup>

The automobile and the truck completed the transition from self-sufficient to cash-crop, specialty farming which had been started by the spread of the railroad net. One authority declared in a survey written in 1936 that even though railroad transportation was available to the shore county area, it had been replaced by motor trucks. A good system of roads had made it possible for trucks to pull into any farmer's yard in the afternoon and deliver garden truck to selling agencies in the large and small markets by evening of the same day.<sup>2</sup>

The impact of the truck, tractor and automobile on farming; the widespread movement for specialized crops; the story of the rise of the poultry industry and the changed situation in the fruit and berry crops, together with a discussion of opportunities for better agricultural knowledge, comprise the topics for investigation in this chapter.

#### 1. *The influence of the gasoline motor.*

A farmer with a load of garden truck attracted considerable attention on Market Street last night. . . . His truck-laden machine was surrounded by a crowd of the curious. In answer to questions he said, . . . "When I decided to get an automobile to take my truck to market, my friends

laughed at me. They said that there would be breakdowns and all sorts of trouble. . . . I decided to try the experiment, . . . and I purchased this big horseless truck. I am being repaid because of the quick way I can get things to market."

(Newspaper item, written in 1907.)<sup>3</sup>

The gasoline-motored truck gave the farmer a fast and comfortable method of transporting his produce to the nearby shore resorts. The author of a local history of Woodbine, in Cape May County, noted that before he owned a truck, the Woodbine farmer who brought his produce to Ocean City, eighteen miles away, "faced a trying all-night trip with horse and wagon over rutty roads and through swarms of mosquitoes." With a truck and good roads, the trip took less than an hour.<sup>4</sup> The same situation was true in the other shore counties. One man on a farm on an improved county road near Atlantic City stated in 1920 that he sent his vegetables and other produce by truck to Atlantic City hotels and sold his surplus to the auto trade in a roadside market. The latter brought in enough money for his wife to pay for hired help in the kitchen.<sup>5</sup>

In the Twenties a series of conferences for farmers, sponsored by the State Department of Agriculture, was held in various localities in the shore counties to emphasize the advantages of the use of rapid transportation facilities. In 1920 the Department chose for its different meetings such topics as "Fast Freight Service for Cape May County," or "Changes in Routing Express from Ocean County to New York," but it pointed out in its report that the motor truck for market hauling was growing in favor each year. Moreover, it sent out that year a special demonstration on a "Rural Motor Express," showing the practicability of hauling perishables from the farm to comparatively distant markets.<sup>6</sup> In 1925 the Department noted that motor trucks, which a decade earlier had just begun to be used by large growers of

produce, had become the means of transportation for over one-half of farm products, and the other half of the produce was being carried to the railroad station in pickup trucks.<sup>7</sup> By 1929 it was estimated that over three-fourths of the state's fruit and vegetable production was moved to market by motor truck.<sup>8</sup>

To get farm products to market by truck required improved roads. For that matter, the value of a farm had always been enhanced if it were located on a good accessible road. In 1917, before trucks were in common use, an investigator of farm conditions disclosed that in many shore county sections, four horses had to be used to draw a loaded wagon to the improved highway, after which two were sufficient to haul it to market. The advantage of being on a good road was even greater after the advent of the truck. The census of 1930 shows that the increase of improved roads had brought more farms closer to market. By that time, seventy-four of the 630 farms in Ocean County were located on a concrete road; seven on asphalt; ninety-six on macadam, and 287 on gravel. Eight were on sand and clay; ten on improved dirt roads and 114 on unimproved roads. Similarly, of the 1,572 farms in Atlantic County, 141 were on concrete; sixty on asphalt, 191 on macadam, and 680 on gravel. Two hundred and eighty-one were on unimproved dirt roads and the rest on sand and clay, and improved dirt roads. Of the 383 farms in Cape May County, thirty were not reported with reference to the type of road. One hundred and forty-two, a higher proportion than in the other counties, were on concrete. Three were on asphalt, sixty-eight on macadam and eighty on gravel. Two were on sand and clay, twenty-one on improved dirt roads, and thirty-seven on unimproved dirt roads.<sup>9</sup>

The census returns for the period indicate clearly the increasing use of cars and trucks in place of the horse. Between 1900 and 1945, the number of horses on farms in Monmouth County dropped from 8,271 to 1,474; in

Ocean County, from 1,597 to 149; in Atlantic County from 1,542 to 357; and in Cape May County from 1,104 to 195.

On the other hand, the number of automobiles on farms increased steadily during the period. In 1900 there were none on farms. By 1930 there were 2,172 in use on Monmouth County farms, and by 1940, 2,365. The number in Ocean County increased from 520 to 651 between 1930 and 1940. In the same decade the number in Atlantic County rose from 966 to 996 and in Cape May County from 295 to 352.<sup>10</sup>

A factor in the shift of the shore county farmer from horse to motor power was the greater reliance placed on the truck and the tractor in the last two decades of the period. None were in use in 1900. By 1930, the first year trucks and tractors on farms were reported separately, the number of motor trucks on farms in Ocean County was 287, a figure which had risen to 536 in the 1945 census. Atlantic County listed 877 motor trucks on farms in 1930 and 1,206 in 1945; and Cape May, 241 in 1930 and 316 in 1945. Monmouth County sent in the largest return, with an enumeration of 2,420 trucks on its farms in 1945. More impressive was the growth in the use of tractors in the place of horses on farms. The increase was especially great in Atlantic County, which reported 286 tractors on farms in 1930 and 950 in 1945. In Cape May County the number rose in the same period from 97 to 253; and in Ocean County from 90 to 266. Monmouth County had by far the largest number of farm tractors in 1945, with a reported 2,008.<sup>11</sup>

## 2. *The movement toward specialized farming.*

Sure, this is the land of cream and honey,  
Everything is grown for money.

(Excerpt from song, "Jersey Land," sung to the tune of "Dixie.")<sup>12</sup>



The changes in shore agriculture that had begun in the previous period became intensified in the first half of the 20th Century. This was particularly noticeable in the shift from the extensive to the intensive type of farming, in the change from general to specialized practices, and in the upward trend of gross earnings despite the abandonment of land of inferior quality.<sup>13</sup>

Since truck crops required more labor per acre than general agriculture, the movement from extensive to intensive farming was accompanied by a decline in the amount of improved land on farms in the shore counties. Improved land included "total crop land" and "plowable pastures," that is, the land available for crops. According to the Census of 1850, Atlantic County had in 1849 15,006 acres of improved land, which increased to 32,954 in 1889 and reached a height of 34,035 in 1909. By 1919 it had declined to 32,500; and in 1929 to 22,440, while in 1939 it showed a small increase, rising to 22,972 acres. Similarly, the report for Cape May County was 14,310 in 1849, which increased as Woodbine and other communities grew, to 24,387 in 1900. The 20th Century showed declines to 18,388 in 1909; 13,005 in 1929, and 11,909 in 1939. In 1849 Ocean County reported 26,466 acres of improved land, which had mounted to 40,141 in 1899. Here too declines set in during the 20th Century, with 24,768 reported for 1909; 23,768 for 1919; 15,221 for 1929 and 14,956 for 1939. The same trend appeared in Monmouth County, which had the largest amount of improved farm acreage of all the shore counties. It reported 145,739 acres improved in 1849. This mounted to 155,716 in 1900, and by 1909 reached a height of 156,583. It declined to 132,037 in 1919; 108,330 in 1929; and 105,414 in 1939. Nevertheless, in 1939 the improved acreage in Monmouth County was the second highest of any county in the state, the only one higher being Burlington County, which reported 134,727 for that year.<sup>14</sup>

Another indication of the tendency to concentrate on

fewer acres farmed more intensively was shown in the changes in the average amount of all land per farm. In 1880 the average acreage of all land per farm in Atlantic County was 92. This declined to 49.7 in 1900; to 46.4 in 1910; to 41.2 in 1920; to 28.5 in 1930 and to 27.1 in 1940. Similarly, the Cape May County returns gave the average acreage in 1880 as 95. This dropped to 90.5 in 1900; to 66.6 in 1910; mounted to 73.9 in 1920 and 78.1 in 1930, but declined to 60.6 in 1940. Ocean County gave an average of 95 acres in 1880; 86.2 in 1900; 73.6 in 1910; 73.8 in 1920; 48.1 in 1930 and 39.4 in 1940. The decline in Monmouth County was less pronounced, with a report of 83 acres per farm in 1880; 71.2 in 1900; 70.3 in 1910; 71.6 in 1920; 69.3 in 1930 and 62.9 in 1940.<sup>15</sup>

Farming activities naturally declined in the poorer soils of the shore counties. The reduced demand for land of this type was reflected in the values of farm lands estimated in a survey made in the early 1920's. These values varied widely, depending upon soil conditions, agricultural development and location. In the central shore county section, the highest priced land was found in the marl belt area in Monmouth County. In one section land sold for as much as \$200 per acre for improved land. Poultry farms near Toms River, close to such markets as Lakewood and the shore resorts, sold with equipment for from \$75 to \$250 an acre. Uncleared lands in the interior of Ocean County, however, brought only from \$3.50 to \$20 an acre, depending upon the location and character of the soil. The average price of such lands was about \$7.50 per acre at that time.<sup>16</sup> The Lakewood soils, because of their low productiveness, remained for the most part uncleared of forest growth.<sup>17</sup>

The submarginal farms with poorer soils gradually were abandoned. During the period from 1900 to 1950 all the counties except Atlantic showed a decline in the total number of farms. The trend in Atlantic County indicated that conditions were fairly stable there during

the last half of this period. The county, which reported only 207 farms in 1860, listed 1,055 ten years later, after the development of Hammonton and Egg Harbor City. In 1900, 1,295 farms were reported. These increased to 1,572 in 1910 and reached a height of 1,726 in 1920. The following three censuses reported 1,572 in 1930; 1,618 in 1940, and 1,586 in 1945.

Cape May's farms showed a high fluctuation. In 1860 there were 522 in the county. By 1900 the area had 601 farms; these increased to 629 in 1920; dropped to 383 in 1930; rose to 418 in 1940, and 502 in 1945, due to the increased poultry business. Ocean County's returns were 565 in 1860, which increased to a high of 984 in 1900. By 1910, there were 729 and by 1920, 666. This fell to 630 in 1930, but in 1945 the number had grown to 663. The returns for Monmouth County were 1,876 in 1860; with a big increase, to 2,772, by 1900. The trend reached its height in 1910, with 2,941 reported. In 1920 this had declined to 2,445; and in 1930 to 2,228, which rose to 2,476 in 1945.<sup>18</sup>

Efforts were made throughout the period to bring new occupants onto land that might be put into cultivation. In 1901, for instance, the State Board of Agriculture published a handbook with a chapter on "Unoccupied Lands in New Jersey." This emphasized the success of Hammonton, Egg Harbor City and Vineland for truck garden crops, and declared that equally good results could be had at a hundred or more places as well situated as they. The handbook emphasized that these lands could be readily cleared of brushwood and standing timber, that the soil was easily cultivated, and that the winters were short and mild. It also pointed out the advantage of proximity to the large markets of New York, Philadelphia, and Baltimore. It was felt that these advantages would offset those commanded by the rich prairie soils of the West.<sup>19</sup>

In 1917 the State Department of Conservation and

Development in its Annual Report listed land that could be made productive, or woodland not cleared but with soil of good quality, or freshwater swamps that could be drained or tide marshes available for drainage. In these categories, it was reported that Cape May County had 104,361 acres; Atlantic, 173,214 acres; and Ocean, 164,359 acres.<sup>20</sup> In 1922 the same source declared that undeveloped land was in demand by foreigners and others for colonization purposes as well as for small individual farms. Many acres of such land were still to be found in Atlantic, Cape May, and Ocean counties, and numerous requests had been received regarding such tracts.

In the same year the Bureau of Land Registry and Publicity of the Department advertised the farming opportunities in the state in a number of farm papers. The results, as noted from a survey of recorded farm deeds in Atlantic, Ocean, Monmouth, Salem, and Cumberland counties during a period of five months in 1920-1921, showed that 154 farms, involving 5,206 acres, were sold to persons from other states. In the same period of the following year 166 farms, involving 6,039 acres, were sold to outside parties.<sup>21</sup>

In the face of mounting western competition, the production of many old-time staples was practically abandoned. The decline in such a basic crop as wheat is a good example. In Cape May County 16,334 bushels were raised in 1850; only 360 in 1900; and 190 in 1935. None was reported in 1940. In Atlantic County the amount declined from 7,382 in 1850 to 190 in 1900, with the same figure given in 1940. In Monmouth County, where more general farming continued, the drop was not so pronounced. 152,904 bushels were reported in 1850 and 80,300 in 1940. In Ocean County production dropped from 12,063 bushels in 1850 to 2,300 in 1900, but rose to 4,782 in the 1940 census.<sup>22</sup>

As the production of staples declined, new specialties took their place. This shift became increasingly evident



in all the shore counties. In Cape May County in 1880 about 94 per cent of the cultivated acreage was devoted to corn, hay, wheat, and oats. By 1910, however, the proportion was reduced to about 22 per cent. By this time such staples as grain and hay accounted for only 22.6 per cent of the value of all agricultural products in the county, while vegetable production reached 29.5 per cent; poultry and eggs accounted for 18.5 per cent; animal and dairy products, 14.6 per cent, and fruits, nuts and other crops, 14.5 per cent. The important vegetable crops included white and sweet potatoes, tomatoes, sweet corn, cantaloupes and watermelons.<sup>23</sup>

The trend to the production of truck crops in the county was stimulated by its geographical situation. Because of its position between Delaware Bay and the Atlantic Ocean, plus the fact that it was the southernmost county of the state, Cape May farmers enjoyed the longest growing season of any county in the state. According to a federal survey made in 1921, the average length of the growing season in Cape May County was 231 days, with the Atlantic City area second with 208 days. In Cape May County the average date of the last frost in spring was March 30th, and the average date of the first frost in the fall was November 16th. The Atlantic City area reported the average date of the last spring frost as April 10th and the first in the fall as November 4th. In contrast, in the interior of Atlantic County the average length of the growing season was 185 days, with the average last frost in spring coming on April 18th and the average date of the first frost in the fall on October 20th.<sup>24</sup>

A state report issued in the early 1930's emphasized the fact that farmers who lived on a strip of land running along the shore from Manasquan southward through Ocean and Atlantic counties into Cape May, relied heavily on the summer resort trade as an outlet for their truck crops. The labor of raising fresh vegetables for this market took up about six months of the growers' time;

the rest of the year was spent in other occupations or in general farming.<sup>25</sup>

The area around Vineland, in northwestern Atlantic County, concentrated increasingly on specialty crops in the Twenties and Thirties. This section sent its produce to New York and Philadelphia, as well as to the shore resort markets.<sup>26</sup> By the late Thirties an even wider variety of truck crops was being grown in this district. Sweet potatoes, pickles, peppers, tomatoes, dandelions, spinach, broccoli and other vegetables were raised in large quantities. The area specialized in the production of peppers, reporting 481 acres of peppers in 1919; 834 in 1929 and 512 in 1939.<sup>27</sup> The truck farmers used the auction market at Landisville and had close access to the poultry and egg auction at Vineland. The poultry production of the region was increasing, although the fertility of the land made much of it more desirable for farming than for poultry raising. The rising sweet potato crop had resulted in the construction of several storage houses for that product, which had to be kept warm and dry while it was being held for better market prices.<sup>28</sup>

In the marl belt area of central Monmouth and northwestern Ocean counties, farm income by the end of the first decade of the 20th Century was chiefly from potatoes, wheat, rye, and timothy hay, while dairy products, hogs, and poultry were of secondary importance. Potatoes had been a profitable product for a number of years; the raising of wheat was steadily declining. Hogs were kept chiefly to use up surplus skim milk, waste vegetables and fruit and the scraps from the farm house. Poultry was raised mostly for home supply, although in the more sandy and consequently lower priced lands, this industry was becoming increasingly prominent.<sup>29</sup>

Particularly notable was the increased interest in dairying in this area. By the Thirties, Monmouth County, with its richer soil and its proximity to the markets of northern New Jersey and New York, was exporting more

dairy products than all the other shore counties combined. In the period from 1929 to 1939 the number of cows milked declined in Cape May County from 631 to 546; in Atlantic County, from 415 to 293; in Ocean County, with its dairying center in the New Egypt region in the northwestern section, from 1,015 to 966; but in Monmouth County the number increased from 5,694 in 1929 to 6,011 in 1939.

Care in breeding and feeding resulted in an increase in the production of milk per cow, so despite the fact that the number of cows milked in Ocean County dropped from 1,015 to 966, the number of gallons of milk produced increased in the same decade from 598,522 to 661,212. Atlantic and Cape May had declined so much in the number of cows that the improvement in the amount of milk given by each cow did not keep the total amount of milk produced from dropping. Atlantic County reported 231,470 gallons of milk produced in 1929 and 150,438 in 1939. The production in Cape May County dropped from 339,650 gallons to 304,351, in the same period.<sup>30</sup>

Monmouth County's production of milk also mounted as the production per cow increased, although the total number of cows fluctuated. The number of milk cows in the county was reported as 8,186 in 1850 and 8,681 in 1900. They declined to 6,330 in 1920 and 6,149 in 1940, but the milk produced rose from 3,796,704 gallons in 1889 to 4,094,670 in 1939. The increase in the amount of milk sold was much greater, with Monmouth County farms selling 424,318 gallons in 1879 and 2,049,914 in 1899. This increased to 2,852,317 gallons in 1929 and 3,240,937 gallons in 1939.<sup>31</sup>

The 1920's and 1930's witnessed a revolutionary change in the transportation of milk to market. In the 1920's a milk train was run on fast schedules to pick up milk from creamery stations along the railroad line. By the 1930's, however, very few country plants were acting as creameries. They functioned merely as stations where

the milk was received and cooled. Then it was sent in cans by truck or in tank trucks to the city for pasteurization and bottling. On some routes trucks picked up cans of milk placed on platforms near the producing farms.<sup>32</sup>

In raising potatoes Monmouth County farmers aimed



(Courtesy N. J. Council)

*Acreage in Potatoes near Allentown, Monmouth County*

especially for early crops, for which they were able to secure higher prices. Potatoes were harvested by the latter part of July.<sup>33</sup> The county gradually became the greatest potato producing county in the state, outnumbering its nearest competitor by thousands of acres. It reported 7,725 acres of potatoes in 1879; 8,873 in 1889; 8,910 in 1899; 14,784 in 1909, and a zenith of 24,859 in 1919. There was a drop to 11,005 in 1929, but this increased to 15,579 acres in 1939. Its nearest competitor in 1939 was neighboring Middlesex County, which reported 10,052 acres in white potato production that year.<sup>34</sup>

In other shore counties the acreage planted to white potatoes dropped as more attention was put on sweet



potatoes and other specialty crops. Atlantic County reported 621 acres in white potatoes in 1879. This mounted to 809 in 1899 and to 1,472 in 1919. It declined thereafter to 599 in 1929 and 323 in 1939. Cape May County's acreage was 442 in 1879; 768 in 1889; 684 in 1899; 847 in 1909. It reached a height of 1,335 acres in 1919 and following that declined to 912 in 1929 and 726 in 1939. Ocean County's acreage was 618 in 1879; 664 in 1889; 789 in 1899; 758 in 1909. It reached a height of 835 in 1919, with a drop thereafter to 204 in 1929 and 252 in 1939.<sup>35</sup>

At the same time sweet potato production became a substantial factor in the farm income of Cape May, Atlantic, and Ocean counties, though it remained a negligible influence in most of Monmouth County. In 1849 Cape May County produced 3,961 bushels of sweet potatoes; in 1869, 21,193; in 1889, 33,990; in 1899, 46,075; in 1909, 60,429, its height. In the ensuing decades a drop occurred, with 22,677 bushels in 1919 and a rise to 28,325 bushels in 1939. Atlantic County, with its lighter soils, went in more strongly for sweet potato production. It reported 5,053 bushels in 1849; 104,836 in 1899; 232,520 in 1909, and a big increase, to 520,977, for 1939. Ocean County reported only 2,152 bushels of sweets in the 1850 Census. This mounted to 20,546 by 1900. The following years, as Ocean County turned more toward poultry production, the acreage planted to sweets was reduced, with 14,896 bushels reported in 1920 and only 7,952 in 1940. Monmouth's production, which amounted to 40,577 bushels in 1849 and 57,748 in 1899, declined to 21,514 in 1939, despite the fact that the number of farms in that county far outnumbered those in any of the others.<sup>36</sup>

The production of sweet potatoes required special skill. A federal survey published in 1921 noted that "sweets" had become an important vegetable crop for many shore county farmers. It explained that seed pota-

toes were planted the first week in April in beds warmed by artificial heat. Slips grew from each potato. These were set out the last week in May or the first in June. They were planted in ridges thirty-six to forty inches apart and five to eight inches high, and the plants were placed eighteen to twenty inches apart. Large fields were planted with two-horse planters which also supplied water to each slip. Other areas were planted by hand. The crop was fertilized at the rate of 1,000 to 1,400 pounds per acre and one to ten tons of manure were also added when available. Harvesting was done with special plows.<sup>37</sup>

The use of large quantities of fertilizer was necessary for all production on shore county farms, although the amount used varied according to the soil and the capital available. In 1910 a federal report noted that the average expenditure for fertilizer in Ocean County was \$59.19 per farm reporting; in Atlantic County, \$95.48. The average in Monmouth County was much higher, because, according to the report, "Farming is more important and farm capital more plentiful."<sup>38</sup>

In addition to white and sweet potatoes, tomatoes and asparagus were grown in all the four shore counties. Tomatoes, interest in which developed in the latter 19th Century, as discussed in Chapter XXIII, continued to be a factor in farm income, although their importance in shore areas was overshadowed by the production in the interior South Jersey counties. By 1914 tomato canneries had been established at South Dennis, Tuckahoe, Eldora, Cape May and Goshen in Cape May County; at Egg Harbor City in Atlantic County; at Allentown in Upper Freehold Township, at Freehold and at Phalanx.<sup>39</sup> The introduction of tomato juice, first produced commercially in the state in 1931, also increased the demand for tomatoes.<sup>40</sup> Atlantic County reported 322 acres in tomatoes for 1919; 427 for 1929; and 387 for 1939. Cape May gave returns of 305 for 1919; 172 for 1939 and 327 for 1939. Ocean County returned 100 acres for 1919; 238 for

1929, and 197 for 1939, while Monmouth's acreage far outdistanced all the other shore counties combined. It reported 2,060 for 1919; 3,678 for 1929 and 3,835 for 1939.<sup>41</sup>

Atlantic County reported eight acres of asparagus for 1919; 124 for 1929 and fifty-five for 1939. Cape May followed a similar trend, with 17 acres planted to asparagus in 1909; 96 in 1929 and 70 in 1939. Ocean County had five in 1919; 24 in 1929 and 28 in 1939. Monmouth County reported 1,063 for both 1919 and 1929, the fourth largest of any county in the state, but by 1939 this had declined to 634 acres.<sup>42</sup>

The acreage devoted to snap or string beans increased in Atlantic County from 161 in 1919 to 196 in 1929 and dropped to 184 in 1939. In Ocean County it rose from 22 to 38 and then declined to 24. In Cape May County it dropped from 266 to 93 and then rose to 128 acres. In Monmouth County it increased steadily from 110 to 403 to 606 acres. The returns for 1919 for lima bean production were not considered of sufficient importance to be listed separately. By 1929, however, 82 acres were in production in Atlantic County and by 1939, 249 acres. The 365 acres reported for Cape May County for 1929 rose to 610 for 1939, and the 41 in Ocean County in 1929 to 81 in 1939. Monmouth County's acreage rose from 84 to 196 in the same decade.<sup>43</sup>

The total acreage of vegetables harvested for sale in Atlantic County rose in the decade between 1919 and 1929 from 2,418 acres to 4,053. In Cape May County it declined from 6,822 to 6,370; while in Ocean County it jumped from 13,036 to 19,511.<sup>44</sup>

A study of farm returns in the 1930 Census shows the comparative importance of the various agricultural activities in the four shore counties. One-third of the 1,572 farms in Atlantic County relied chiefly on poultry production, for 510 were reported as poultry farms. 298 were called fruit farms, 261 were referred to as truck

farms; 156 as general farms; 55 as crop specialty farms; and only eight as dairy farms. Cape May County, with a total of 383 farms in 1930, had the largest number classified as poultry farms, with 89 so reporting. Eighty-one were truck farms; 73 general farms; 37 dairy farms, 27 crop specialty farms and 7 fruit farms. Ocean County, with 630 farms, also placed its chief reliance on poultry, with 270 farms reported as poultry farms. Sixty-seven were classified as general farms; 50 in the northwestern portion of the county as dairy farms; 47 as truck farms; 27 as fruit farms, and 17 as crop specialty farms. Monmouth County, with 2,228 farms reported in 1930 had more truck farms than any other kind, with 574 so classified, approximately one-fourth of the total. Next in importance came 364 crop specialty farms. There were 349 poultry farms; 231 general farms; 195 dairy farms and 176 fruit farms.<sup>45</sup>

As more attention was placed on specialty crops, warnings were issued by the State Board of Agriculture against the trend to "put all the eggs in one basket." There were too many factors of uncertainty in the production of a single crop that called for heavy investment in seed, fertilizer and labor. The weather was all important. A drought could leave the farmer with no income, while a surplus would send prices far below the cost of production. Some diversification was essential. Safety in farming lay in a scheme of planning that did not devote all the land to a single crop. A single notable exception, the Board stated, was found in the poultry industry. Here such factors as nearness to a great market, unusual skill in production, and the adoption of the best business methods would result in a fairly steady income.<sup>46</sup>

### 3. *The rise of the poultry industry.*

A chicken is the only thing we eat before it is born and after it is dead.

(Newspaper appreciation of the lowly hen, 1927.)<sup>47</sup>



The development of the poultry industry during the first fifty years of the 20th Century was one of the most significant trends in the history of agriculture in the four shore counties. By the end of the period it had become the principal source of income for farmers in Cape May, Atlantic and Ocean counties. In Monmouth County, with its diversified production, field crops were more important, although the production of poultry and poultry products reached high figures in the section of the county south of the marl belt.<sup>48</sup>

The shore counties enjoyed particular advantages for this branch of farming. Foremost was the close proximity to the markets of New York and Philadelphia. The climate was temperate and the soils were well-drained and warmed up quickly. Another benefit, especially for the beginner in the industry, was the opportunity to locate in an area where poultry raising had become an established business. By 1918 the territory around Vineland, in northwestern Atlantic County, had become one continuous section of poultry farms. It was claimed at that time that outside of an area around Petaluna, California, there was no other section in the country where poultry farming had been developed to so high a degree. Beginners there could learn by observation.<sup>49</sup>

The industry early reached a high state of development in Atlantic County. The Vineland Poultry Association which included many farmers in Atlantic County was organized in 1898. In 1916 the legislature appropriated \$3,000 a year for three years to conduct egg-laying and breed-testing contests in the area.<sup>50</sup> The majority of egg-producing farms were "one-man" plants. White Leghorns were predominant and the white eggs were sold mainly in the New York market. Nearly a half million eggs were shipped out in a single month in 1920. Even then many poultry plants had electrically lighted houses with running water.<sup>51</sup> In 1924 the state opened a branch pathology laboratory at Vineland for the serv-

ice of poultrymen in South Jersey, and in 1929 erected a new poultry pathology plant there.<sup>52</sup> By the early 1930's a number of direct selling routes had been established at the shore from the Vineland area, although the New York market continued to be the main objective. By this time the Vineland egg auction was selling by auction to wholesale and retail dealers. Eggs were graded under the supervision of the State Department of Agriculture.<sup>53</sup>

Another poultry center in Atlantic County was the area around Hammonton, which by 1918 had a poultry association and a supply store where association members bought poultry feed.<sup>54</sup> The area had long been interested in improvements in the production of poultry. In 1883 an item in a local paper announced that several people in Hammonton had been experimenting with the recently invented incubator. Ezra Packard of that town had about a thousand chickens of various sizes, all of which were "as sprightly and flourishing as if they had been hatched and cared for by a mother hen."

In 1889 Hammonton had a 'broiler farm,' which concentrated on raising chickens for the city markets. This was done during the winter by artificial incubation. The farmers produced fruit in the summer and more than doubled their yearly income by this winter industry. In the area at that time there were about twenty-seven establishments turning out every winter an average of 2,000 broilers apiece that sold for at least \$1,000. The cost of each bird all told was less than one-fifth its selling price.<sup>55</sup>

A decade later the Pleasantville section in the same county had emerged as a poultry-producing area relying heavily on nearby shore resorts for markets.<sup>56</sup>

In Cape May County the industry centered in the Woodbine-Belle Plain territory, which had developed a good poultry business by the end of the 1920's.<sup>57</sup>

The growth in Ocean County centered around the Lakewood-Toms River section, which was sixty-three

miles from New York and only thirteen miles from many shore resorts.<sup>58</sup> In the first twenty years of the century, cranberry bog acreage in the county declined from 1,784 acres to 736, while the number of chickens increased from 34,134 to 64,882.<sup>59</sup> To stimulate interest in poultry production, the Toms River Chamber of Commerce in the early 1920's developed a plan by which a two hundred acre tract of brush land within one and a half miles of the town was divided into poultry farms of ten to fifteen acres each. When completed, these were offered to settlers as going businesses with easy terms of payment.<sup>60</sup> By 1929 a Toms River paper called the poultry business in the county a "million dollar industry." An increase of more than 500 per cent had occurred in the industry in the first half of the Twenties, with concentrations in areas around Toms River, Whitesville, Tuckerton and Lakewood.<sup>61</sup>

In 1928 a survey of thirty-two poultry farms in Ocean County was conducted in order to get a picture of the average profit which might be expected from this form of agriculture. It was found that the average poultry farm area had 22.8 acres; the average size of the flock was 1,658; livestock investment, \$3,586. The average total receipts per farm amounted to \$8,905, of which eggs accounted for \$6,786, or 76 per cent of the total. The entire expenses for a farm averaged \$6,133, of which the feed bill was \$4,539 and the labor hired was \$547, leaving a net income of \$2,771. After interest on capital was subtracted, a labor income of \$1,764 remained. In addition to this income, the farmer had a house and a part of his living furnished by the farm. The average total capital investment was \$20,138, which was made up of real estate, \$15,625; livestock, \$3,586, and machinery and equipment, \$722.<sup>62</sup>

A definite trend was noticeable in Monmouth and Atlantic counties. Monmouth began to specialize in chicken production, including broilers and fryers, and Atlantic

in egg production. As a result, chicken production reached its highest totals in Monmouth County. In Cape May County, the number of chickens reported in the Census of 1900 were 37,355; in 1910, 46,109; 1920, 50,412; 1930, 69,328; 1940, 169,489, and in 1945, with a total of 416 poultry farms, 279,935. In Ocean County, the numbers mounted from 34,134 in the Census of 1900, to 121,199 in 1910; 149,456 in 1920; 491,431 in 1930; 648,602 in 1935; 5,652,130 from 613 farms in 1940 and 9,940,662 in 1945 from 491 farms. Monmouth County reported 136,205 in the Census of 1900; while by 1930 there were 708,816. In 1935 this increased to 666,364; and in 1940, to 4,985,596 from 1,595 poultry farms. By the 1945 Census, thanks to the wartime demands for poultry, the number mounted to the huge figure of 12,737,577 chickens reported from 1,965 poultry farms. Atlantic County's returns were 67,771 in 1900, which increased to 93,921 by 1920 and jumped to 596,080 in the 1930 return and to 769,309 in 1940. By 1945 the chickens raised in the county mounted to 1,151,181, from 1,149 farms.<sup>63</sup>

Egg production on Cape May County farms in 1899 was 181,710 dozens. This increased to 188,438 dozens in 1919. A large jump occurred in the 1920's, and there was a return of 632,208 dozens of eggs produced in 1929. This mounted to 921,351 in 1934; 948,351 in 1939, and 1,867,827 in 1944.

Returns for Ocean County in 1900 were 163,850 dozens of eggs. Increases occurred, with 352,775 dozens reported in the Census of 1910; 391,705 in 1920. In the 1920's, as in the other counties, a large increase occurred. There was a report of 1,920,954 dozens in the 1930 Census. This rose to 2,879,622 in 1935 and to 5,652,130 dozens of eggs in 1940. By 1945 Ocean County poultrymen, like those in Monmouth County, were turning more attention to raising chickens. In that year nearly ten million were reported from 491 farms.

The Atlantic County egg production by dozens was



reported in 1900 as 337,260. This increased to 406,973 dozens in the census of 1920. In the Twenties the amounts produced took a large jump, with a report in 1930 of 3,063,373 dozens. By 1935 this had increased to 3,350,523 and by 1940 to 4,386,962 dozens. During the war years, the number of dozen eggs produced again took a large jump, and a report of 6,144,647 dozens was made in the 1945 census, with 1,165 farms reporting. This was nearly twice as much as was produced in the other three shore counties.

Monmouth County's egg returns for 1900 were 792,760 dozens; by 1930 this had increased to 3,015,066 dozens, which rose to 3,230,811 by 1935 and 4,985,596 in the 1940 census. The number of eggs declined, and the 1945 census gave a total of 1,497,074 dozens of eggs from the 352 farms reporting.<sup>64</sup>

#### 4. *Small fruits; the migrant worker.*

And for Wild Fruits there are . . . Grapes, Mulberries, Strawberries, Rasberries, Huckleberries and Cranberries with several sorts of Plumbs. . . . Now I am coming to the Planted Fruit Trees as Apples, Pears, Apricocks . . . and Peaches, from which last they distil a liquor . . . much like Rumm or Brandy in the taste.

(Account of fruit production in West New Jersey, written in 1648.)<sup>65</sup>

The production of grapes and various kinds of berries, begun in the previous period continued to be an important part of the income of many shore county farmers, although the total production by the 1940's was less than that in 1900.

The decline was evidenced in the over-all figures for the production of small fruits in the 1900-1940 period. In the census figures small fruits were interpreted to include strawberries, raspberries, loganberries, blackberries, dewberries, cranberries and currants, but not grapes. Atlantic County's returns in these years dropped from a

high of 6,443,000 quarts in the 1910 census, down to 4,486,000 in 1920; to 2,192,000 in 1930 and 1,339,227 in 1940. Monmouth's decline was more pronounced, with 2,014,000 quarts reported in the 1910 census; 994,000 in 1920; 778,000 in 1930; and 661,000 in 1940. Cape May County returns dropped from 898,000 in 1910, to 278,000 in 1920; to 98,000 in 1930; but rose to 122,000 in 1940. The only county to maintain its output of small fruits in this period was Ocean County, which listed 1,654,000 in 1910; 1,388,000 in 1920; 1,138,000 in 1930 and 2,316,000 in 1940.<sup>66</sup>

The culture of grapes continued to be centered in Atlantic County, but the height of its production was reached by the end of the first decade of the century, although there were still many vineyards in the vicinity of Hammonton and Egg Harbor City. The figure given by the census of 1900 for Atlantic County was 1,044,400 pounds. It increased to a height of 2,395,087 in 1910; dropped to 1,078,904 in 1930 and to 338,683 in 1940. In the returns for 1945 the county reported a production of 980,134 pounds, from 233 farms, the highest of any of the shore counties at that time. Monmouth County's production increased from 281,900 in the census of 1900 to 947,522 pounds in 1930 and to 951,071 in 1935. It dropped to 834,140 in 1940 but rose in 1945 to 980,134 pounds from the 120 farms reporting. Ocean County reported 38,600 pounds in 1900; 20,867 in 1930; 6,029 in 1940 and 2,341 in 1945. Cape May's production amounted to 97,800 pounds in 1899; 144,005 in 1909; dropped to 88,462 in 1919; 76,331 in 1929 and 5,249 in 1939. It rose to 13,310 pounds in 1944, with fifteen farms reporting.<sup>67</sup>

Interest in the berry crops expanded and then waned in the first four decades of the century. One authority declared in 1932 that New Jersey grew more cultivated blackberries and dewberries than any other state in the country and that Atlantic County led in the production

of blackberries, dewberries and raspberries, with centers at Hammonton and Egg Harbor City. The production figures for Atlantic County substantiated the statement. In 1900 1,771,940 quarts of blackberries and dewberries were reported; in 1910, 2,695,876 quarts; in 1920 886,953; in 1930, 1,134,904 quarts. In 1940 the production figures dropped to 287,650. The decline was more pronounced in Monmouth County, with returns of 716,220 in 1900; 520,512 for 1910; 245,910 for 1920; 128,343 for 1930 and 101,950 for 1940. Cape May's totals dropped from 14,330 quarts in 1900 to 820 in 1940 and Ocean's from 15,390 in 1900 to 309 in 1940.<sup>68</sup>

Interest in cultivated raspberries developed around the turn of the century. In 1899 special attention was given to raspberry culture at a meeting of the Atlantic County Board of Agriculture held in Hammonton, at which a raspberry grower gave suggestions on getting the beds started. Well drained, bottom land was best for their culture. The land had to be heavily coated with stable manure and planted to some crop like potatoes. The next year the soil, well filled with humus, could be planted with raspberry vines, which, with the application of more fertilizer, would continue to bear for several years. The speaker's crop for that year had been a good one. He had produced an average of 2,000 quarts per acre, which sold for \$157. Expenses were \$111.30 per acre, which left a net profit of \$45.70<sup>69</sup>

Raspberry production declined in the 20th Century. Atlantic County raised 510,910 quarts in 1899 and but 296,863 quarts in 1939. Monmouth's production dropped from 551,750 quarts, the largest of any county in the state, in 1899 down to 179,456 quarts in 1939. Cape May's and Ocean's productions were small; each produced less than 10,000 quarts in 1939.<sup>70</sup>

An interest in cultivated blueberries appeared during the middle decades of the period. An account of the central shore area, included in the Chatsworth survey,

declared in 1923 that many bushels were shipped to market annually. Cultivated blueberries were being grown on a plantation at Whitesbog, about four miles from Browns Mills, in the Burlington County Pines area. Since they commanded prices about fifty per cent higher than wild blueberries, their production looked promising, especially since the bushes flourished on soil that had little value for the other crops grown in the region. Blueberries require a soil that is strongly acid, and grow best on soil composed largely of peaty material and sand.<sup>71</sup>

Atlantic County had two acres of cultivated blueberries in 1929 and 147 acres by 1939. Burlington County had 90 acres in 1929 and 420 acres in 1939. Ocean County had one acre in 1929 and 81 acres in 1939. Cape May and Monmouth County did not produce enough to warrant reports.<sup>72</sup>

In 1929 Atlantic County raised 1,300 quarts of cultivated blueberries. This mounted to 143,025 quarts in 1939 and to 583,561 quarts in 1944. Fifty-five farms reported. Burlington County grew 94,720 quarts in 1929 and 525,845 in 1939, while Ocean County produced 160 quarts in 1929 and 56,719 in 1939. This increased to 128,598 quarts from six farms in 1944.<sup>73</sup>

At the turn of the century there was widespread interest in strawberry raising in the shore counties, but strawberry growing declined after 1910. In 1899 Atlantic County was second highest in the state, next to Cumberland, in the amount of strawberries raised, 1,699,060 quarts. In 1909, 1,841,235 quarts were grown. This dropped to 1,055,023 in 1919; to 477,275 in 1929; to 391,069 in 1939 and to 137,635 in 1944. The other shore county to report large production was Monmouth, which also reached its height in 1909. 1,100,542 quarts were grown in 1909; this dropped to 537,557 in 1919; to 291,687 in 1939 and to 192,790 in 1944. Cape May's production declined from 504,450 quarts in 1899 to 76,552 quarts in 1939; and to 68,175 quarts in 1944.



Ocean County's production fell from 228,700 quarts in 1899 to 47,106 quarts in 1939 and to 20,295 in 1944.<sup>74</sup>

The most important berry crop in the shore counties was the cranberry. Its culture during this period continued on lines laid out in the previous period. However, new problems arose to plague the industry. After 1925 there was a serious falling off in the crop, which was said to be due chiefly to the inroads of false blossom, an incurable virus which spread on many bogs between 1920 and 1925. The carrier of the false blossom was a small suck insect known as the blunt-nosed leafhopper. It had one brood a year, which emerged from the egg in June. A twelve hour reflooding of the bogs about June 15th resulted in good control of the pest. All vegetation had to be submerged and a kerosene film used on the surface of the water. A large supply of fresh water was necessary and means for spraying were also required.<sup>75</sup>

In the early 1930's efforts to aid berry production were instituted by the state when a cranberry and blueberry research laboratory was established at Pemberton, in Burlington County.<sup>76</sup>

Statistics on the total cranberry crop indicate that this specialty, which had received such an impetus in the half century from 1850 to 1900, reached its high point in 1919 in all the shore counties except Ocean. Atlantic County's production was only 18,096 in 1899. This jumped to 1,315,008 quarts in 1909 and to 1,533,048 in 1919, but declined to 150,384 in 1929. It increased slightly, to 199,183 quarts, in 1939. Cape May's production rose for only one decade. It reported 11,860 quarts for 1899 and jumped to 600,736 in 1909. This declined to 80,149 quarts in 1929 and to 38,320 in 1939. Monmouth County grew very few cranberries, since its soil was too good for cranberry bogs. The 9,700 quarts grown in 1899 mounted to 65,344 in 1909 but dropped to 23,000 in 1929, and by 1939 less than three farms reported any cranberries, and nothing was given in the census. Ocean County main-

tained its production through this period, with 49,570 quarts reported for 1899; 1,356,192 for 1909; 1,092,028 for 1929 and a jump to 2,200,858 in 1939. This figure, was the second largest in the state, Burlington County, in the coastal sand belt, rose from 11,052 quarts in 1899 to 7,157,696 in 1909. It declined to 4,688,653 quarts in 1919 and to 3,717,046 in 1939.<sup>77</sup>

Another problem facing the cranberry grower, as well as the producer of other small berries and fruits, was the question of securing labor during the picking season. In the earlier decades of the century, when strawberry culture was still important, Italian pickers came out from Philadelphia as early as May to begin the strawberry picking. "Padrones," or "bosses," engaged the pickers and sent them to the various farms.

In September the pickers were brought to the cranberry bogs where they worked from three to seven weeks according to the crop. The bogs were situated some distance from any town and the owners supplied living quarters. These usually consisted of buildings known as barracks. A typical one was about forty feet long, twenty feet wide, and two stories high. On each floor was a hallway about six feet wide running the length of the house, with small rooms on each side about six by eight feet and about six and a half feet high. A window about two feet square was in each room, and one wooden bunk. There were nineteen rooms in this barrack. Each room was occupied by one family, whether it consisted of one member or six. Here the family had to keep all its possessions, food, clothes, and cooking utensils. All of the cooking and washing was done outside.

In some of the camps little shelters were built over the stoves, and the largest camps had brick ovens for the use of the pickers. In the majority of camps cooking was done on improvised stoves. During rainy weather life was decidedly difficult. Few cranberry growers paid any attention to the living quarters of the pickers. This

was left entirely to the bosses who took charge of the camp. There were a few camps in which rules in regard to cleanliness had been drawn up, but the enforcement of these rules was left to the bosses. No attention was paid to the proper disposal of garbage, and it was often thrown about the grounds. In some camps no toilet facilities whatsoever were provided. Many of the pickers took their food supply with them from Philadelphia, even their bread. Farmers from the surrounding countryside visited the camp to sell their products and in some places the bosses had a small commissary department, but the pickers were not compelled to buy their food there.

The average working day began between seven-thirty and nine in the morning, depending upon weather conditions. The pickers had to wait until the heavy dew was off the ground. Work continued until five or five-thirty, depending upon the amount to be done and the distance of the bog from the living quarters. Work was paid for by a measure, which contained a quart: ten cents a measure or forty cents a bushel. Children were not compelled to work, for the growers preferred expert pickers, but parents often did compel their children to help. In most cases the children did not work continuously. Investigators who visited the bogs found as many children playing as picking.<sup>78</sup> By 1923, according to a federal report for that year, it was not unusual for an Italian family to earn between \$500 and \$700 during the six to eight weeks of the season.<sup>79</sup>

In 1931 a report on migratory workers was issued by a special state commission. In Bass River Township in the shore section of Burlington County twenty-two families were counted working on the cranberry bogs. All were Italians from Philadelphia. Others were found in other parts of the county. In Ocean County there were eleven families, most of them working on cranberries, nine in Plumstead Township and two in Dover. At Atlantic County seventy-one families were counted,

all of them in the Hammonton area working mostly on raspberries and blackberries. The average earnings of a family per week, in 1930 during the depression, was \$45.09. The head of the family averaged \$15.19 a week. The largest returns were from those who picked cranberries by scooping them; the average per family in this occupation was \$97.56 per week. The raspberry pickers made the lowest income, for they received an average per family of only \$21.61 per week. Those who did not scoop cranberries but picked them by hand averaged \$33.20 a week. Because of the effects of the depression almost every Philadelphia family questioned was eagerly awaiting the spring when they could go to New Jersey again to work on the farms.<sup>80</sup>

Following the depression years fewer migrant workers from Philadelphia were available, and during the 1940's many cranberry bog owners resorted to what was referred to as the "day haul." They took pick-up trucks into nearby towns and villages and secured local residents for workers, some of whom were high school students. Some bog-owners were still employing Italians from the cities, but these were in the minority.<sup>81</sup>

A new departure with reference to migrant labor occurred in 1945 with the establishment by the state legislature of the Bureau of Migrant Labor in the State Department of Labor. This had been recommended in the 1930's as more and more seasonal workers came into the state to aid in the picking and processing of vegetables, fruits and berries. The law passed in 1945 was called by Madam Frances Perkins, then Secretary of Labor in Washington, the "Magna Carta for Migrants."

One of the chief functions of the Bureau was to provide inspection of living conditions in the labor camps for migrant workers. The object of this was twofold: to see that the housing was adequate and to strive to have the migrants make proper use of the facilities provided for them by their employers. Persistent inspection,



noted the 1950-51 report of the Bureau, was the only answer to the problem of raising standards for migrants. The total number of check-ups made by the Bureau employees in 1950-51 was 2,862, and in these visits 3,772 changes were recommended. The highest number, 1,110, concerned toilet and sanitary conditions; 721 asked for better screening, and 464 suggested improvements in cleanliness. It was stated that the same number, 464, needed better fire protection. Six camp operators were called in for hearings as the result of non-co-operation in regard to recommended changes.<sup>82</sup>

In the early years of the work of the Bureau many Jamaicans and Barbadians were employed as migrant workers, particularly in the South Jersey area. In 1945, for example, 3,492 Jamaicans and 1,045 Barbadians came in for temporary employment. Many Negroes from the South were also employed. In the latter group that year there were 2,638 males and 1,994 females and 678 children.<sup>83</sup> In the latter 1940's the number of Jamaicans and Barbadians coming in dropped, and a greater number of Puerto Ricans arrived, until by 1950 the latter group were the most important element in South Jersey. In the shore counties, especially in Monmouth, less Puerto Rican and more Negro help was relied upon.<sup>84</sup>

Migrant labor camps, housing from four to sixty workers and built by the farmers employing the help, were established in all the four shore counties. The largest number, 247, was in Monmouth County. At that time Monmouth had the fourth largest number of labor camps of any county in the state. In Ocean County there were 149 camps; in Atlantic County, 127 camps; and in Cape May County, 26 camps. A number of Puerto Ricans were employed in the northern part of Monmouth County, but southern Negroes were depended upon in the potato-growing sections.<sup>85</sup>

In Monmouth County two new developments were made in the latter 1940's in dealing with the migrants.

The first was the establishment at Holmdel of a camp to act as a clearing place to meet the need in that area.<sup>86</sup> The second was the establishment of a demonstration school for migrants' children at Freehold. Following an amendment to the school law approved by the legislature in 1947, public schools in the state accepted the children of migrants under the same terms as those of residents during the school year. The school in Freehold was a summer school, since larger numbers of migrant children were in the state during that season. It was set up with the co-operation of the local Freehold school officials and under the supervision of the State Department of Education. A local school building was used. The school had a director, a staff of five teachers, a school cook, bus driver and janitress. Bus transportation was provided to and from school and hot lunches were offered. All expenses were paid from the Bureau's funds without any Federal aid. The school enrolled an average of sixty-five students and was operated for six weeks. It attracted considerable state-wide and even some national attention. It was definitely a demonstration project, as neither funds nor facilities were available to provide summer schools for all migrant children. Junior Red Cross Chapters in several schools in the state made and contributed quantities of gift boxes, toys, and other articles for the migrant children.<sup>87</sup>

5. *New opportunities for education; the depression years.*

One slogan was prominently displayed: "Improve the Soil and Reduce the Toil." Farmers were given opportunities to bring samples of their own soil to the train for testing.

(Account of special "Soil Improvement Train" on shore county railroads, 1930.)<sup>88</sup>

The 20th Century marked a new departure in the efforts to improve the methods used by the farmers in the shore counties. In the 1880's Farmers' Institutes were

held under the auspices of the State and County Boards of Agriculture. These were educational meetings of one or two days' duration, whose programs included talks on such subjects as "Poultry for Profit," and "Feeding Dairy Cows." The lectures and work done by the Grange, agricultural bulletins, local agricultural societies and so on in the preceding century were now supplemented by formal Extension work, as well as educational exhibits on special railroad trains.<sup>89</sup>

In the first decade of the 20th Century Agricultural Trains, sponsored by the State Board of Agriculture, were sent out over a number of railroads. They carried educational exhibits and a corps of lecturers. The Pennsylvania Railroad arranged for one in 1909 and provided two cars for lectures and exhibits. In 1911 both the Pennsylvania and the Jersey Central operated a train, and in 1912 the West Jersey and Seashore joined in, with twenty-two stops scheduled. Each stop lasted from fifty to seventy minutes. Less reliance was placed on the agricultural train after formal extension work began, but as late as 1930 the "New Jersey Soil Improvement Train" was operated by the College of Agriculture from October 13th to November 1st in co-operation with the Reading and the New Jersey Central Railroads. Twenty stops were made and the territory covered included Cape May, Atlantic, part of Ocean and Monmouth counties, as well as Gloucester, Cumberland and Camden counties. The total attendance amounted to 1,782 persons and 1,002 samples of soil were tested.<sup>90</sup>

In 1913 the state passed a farm demonstration law, which aimed to help farmers improve the conditions of their soil and increase the value of their farm products. In 1914 the Boards of Freeholders in Monmouth and Atlantic counties made a beginning of the work possible by providing for the first County Agents. Cape May had a County Agent in 1915, and Ocean County in 1917. In the early years the role of the county agents was



far from easy. Inertia and the characteristic conservatism of rural communities obstructed efforts to organize. Many farmers were skeptical of anything that savored of "book-farming," especially if presented by a white collared college graduate. As a result the agents were accepted very gradually.

In 1915 the state adopted the provisions of the federal Smith-Lever Act of 1914, which appropriated money for extension work in agriculture and home economics. By 1923 the state was receiving \$63,700 from the federal government under the provisions of this act.

Monmouth County had its first Home Demonstration Agent in 1917, and its first County Club Agent in 1918, when the state authorized the County Board of Freeholders to appropriate funds for extension work, including home demonstration and boys' and girls' club work. In 1927 both Atlantic and Ocean counties were granted their first Home Demonstration Agents. They were followed by Cape May County in 1928.<sup>91</sup>

The 4-H Club work for young people was introduced at once by the County Agents. The 4 H's stood for Head, Hands, Heart and Health. The nature of the 4-H club and the project pursued was determined by local conditions. The girls' club work tended to center around homeworking, such as furnishing and caring for girls' rooms and meal planning. The boys' work included garden and pig clubs and in the 1920's there was a considerable increase in poultry and dairy clubs.<sup>92</sup>

The 4-H Club work gained steadily throughout the first half of the 20th Century. By 1947, 280 girls and 266 boys in Monmouth County between the ages of ten and twenty-one were enrolled in twenty-five different clubs. Their activities included 683 individual projects, including such endeavors as foods, clothing, child care, poultry, dairying, gardening, Seeing-Eye dogs, raising small fruits, food preservation, forestry, baby beef and hog production and canning.<sup>93</sup>



Farmers in the four shore counties, as elsewhere, felt the depression years of the Thirties seriously. The gross income of New Jersey agriculture in 1929 was one hundred and six million dollars. In 1930 this declined to one hundred and three million. By 1931 it had dropped to seventy-seven million and in 1932 it was estimated at approximately sixty million dollars. The low consumer buying power affected particularly the demand for the specialties to which the shore county farmer had turned. For instance, white potatoes, a staple cash crop in the Monmouth County area, brought forty-five cents a bushel to the grower in August, 1932, and forty-eight cents in September, in contrast to seventy-four cents a bushel for the same months in the period 1910-1914. The dairy production in the same area also suffered. For September, 1932, the dairy farmer received \$1.44 per one hundred pounds of milk in comparison to \$1.71 for the same month in the years 1910-1914.<sup>94</sup>

The purchasing power of vegetables, fruits, eggs, and poultry, all of which had become important means of livelihood for shore county farmers by the 1930's, declined severely during the depression years. Based on the 1910-1914 index figures of 100, fruits and vegetables reached an index number of 102 in January, 1929. This dropped to 84 by January, 1931, and to 82 by January, 1932. Eggs and poultry meat reached an index number of 103 in January, 1929, dropped to 82 by January, 1931, and rose only one point, to 83, in January, 1932. By January, 1934, they had dropped to a low of 68. During the acute period of farm depression, when the prices of farm products reached very low levels, the prices paid by the farmers for outside commodities did not decrease proportionately. In New Jersey the prices paid by farmers for outside commodities, in index numbers with a base of 100 for the period 1910-1914, were as high as 118 in 1932 and 117 in 1934.<sup>95</sup>

The plight of the farmers was reflected in mounting

tax delinquencies. According to a special report of the State Planning Board issued in 1935 concerning the per cent of tax delinquent land with reference to the total land area, Atlantic County had the highest percentage in the state, 35.79 per cent, which, noted the report, "reflects large areas of poor soil and low value land." The second highest in the state was Ocean County, with 33.21 per cent of its land tax delinquent, and the third was Cape May County, with 27.53 per cent of its land in the same condition. In Atlantic County, more than half of the area that was tax delinquent was in forest and 85 per cent of it was not owned by individual farmers; in Ocean County, 85.4 per cent of the area was in forests, and 96 per cent was not in farms; in Cape May County, 76.73 per cent of the area tax delinquent was not in farms. It was evident that in the Pines, where 40 per cent of all rural tax delinquency occurred, large proportions of the delinquent area was not in farms.<sup>96</sup> Much of this acreage, as explained in the following chapter in the section on 20th Century problems in the Pines, was once a part of various real estate developments.

By the latter part of the 1930's, however, conditions had improved to some extent. In 1936, for example, a sample check on forty-five South Jersey townships showed that taxes had been paid in full in 1936 upon 19.6 per cent of those areas which had been tax delinquent in 1934. In fact, by 1936 taxes had been paid in full on 48 per cent of the land that had been tax-delinquent for at least one year.<sup>97</sup> Greater demands for agricultural products during and after World War II brought the farm areas in the four shore counties increased prosperity, and by the end of the period under investigation they were in a much improved financial condition.

## CHAPTER XXVIII

### TWO PROBLEMS: THE MOSQUITO AND THE PINES

I come from haunts in marshy land,  
I make a sudden sally,  
I buzz and sing with sprightly ping  
Through thorofare and alley.  
My merry play is not for day,  
I'm sticking to the wall then,  
But when in bed you lay your head,  
No idler I'm at all then.

I come in hosts and no man boasts  
He feels but one proboscis,  
His flesh I sting while others sing  
And watch the stinging process.  
He snaps, he flaps, he slaps and claps,  
But vain is all his cursing;  
By spank on flank or cranky yank,  
His fate he's not reversing.

(First two stanzas of "The Mosquito Song," anonymous rhyme published in 1878.)<sup>1</sup>

Two problems, both longstanding, continued to plague the shore areas in the first half of the 20th Century. The mosquito persisted in harassing both residents and visitors, and the question of pine-land policy still beset many shore county officials. A discussion of the exasperation felt over mosquitoes from the time of the first settlers in New Jersey, an investigation of 20th Century remedial measures, and an analysis of pine-land conditions constitute the topics considered in this chapter.

#### 1. *The background: need for protective measures.*

In the Marshes are small Flies called Musketoos, which are troublesome to such People as are not used to them.

(Contemporary description, 1685.)<sup>2</sup>

The mosquito had long been the scourge of life in the shore counties. One of the first comments on the pest to

appear in print was the above quotation, the concluding clause of which implied quite erroneously that once people were used to them they were no longer troublesome. There is no record that either time or experience ever habituated anyone to the attacks of the insects. Throughout the history of the shore counties the mosquito was referred to as the bane of existence, but it was not until the 20th Century that any formal, official efforts were made to try to eradicate it.

In the 18th Century the salt makers along the shore spoke bitterly of being bitten by mosquitoes while tending the vats. The owner of one of the salt works on Great Egg Harbor wrote in his Journal in August, 1780, of the "Shoals of Musquitoes . . . who attacked us on every quarter" and of three wood-cutters "who . . . came in and said they could not stand it any longer."<sup>3</sup>

In the early 19th Century workers in the bog iron industry complained of the pests. An entry dated September 14, 1810, in the diary kept by the bookkeeper of Martha Furnace, noted "A Fine Shower of Rain in the Evening. Maschettoes very thick," and in a later entry, "Maschettoes were pretty thick last evening."<sup>4</sup>

The insects were so numerous in one section of the Jersey shore that a cove was named after them. In Gordon's *Gazetteer* of 1834 the list of place names included "Musketoe Cove, an arm of Barnegat Bay . . . about 2 miles inward through the marsh between Tom's River and Kettle Creek."<sup>5</sup> The name is still used for the little bay north of Toms River, but it is now spelled "Mosquito" Cove.

Even church going was hindered by the attacks of the pests. One Methodist itinerant preacher recalled speaking in 1847 at various churches along the shore area and in the interior. He visited the location which later became Hammonton, and then went to Long-a-Coming. "Methodism was of slow growth" there, he wrote later. "Indeed everything grew slowly there except musquitoes; they,



harboring in the neighboring swamps, attained an enormous size and a *sting* as sharp as if it had been regularly *whetted* for each fresh attack upon stranger or resident."<sup>6</sup>

The Atlantic City area was badly plagued by the scourge in its first few years. At the time of its founding in 1854 a local account described it as not very inviting, with "tangled brush and running vines impeding pedestrians," and a place where "green and bluehead flies and the proverbial mosquito swarmed."<sup>7</sup>

The year 1858 was long remembered as one of the worst for the pest. A letter to a Philadelphia paper, dated from the Surf House, August 11th, complained that there was no peace in the place because of the mosquitoes. Smoking fires were built in front of many houses to drive them off, but the blinding and dirty smoke was itself a nuisance. Before bed-time the windows and doors of many houses were opened, a board was placed on top of the chimney and a dense smoke from the fires in front of the house was sent through every chamber to drive out the mosquitoes. After the house had been thoroughly smoked the board was removed and the people re-entered, despite the odor, converting their handkerchiefs into masks for their faces. Children scratched the poisonous bites on their limbs and faces. Excursionists begged the train conductors to start homeward ahead of schedule time.<sup>8</sup>

Animals as well as human beings suffered. Cattle put to graze on the open spaces of Absecon Island waded out into the ocean to seek relief. Horses covered with blood from mosquito stings lay down in the streets. One span attached to a carriage containing guests from the United States Hotel became so maddened from the attacks of mosquitoes and greenhead flies that they ran away near the Inlet, demolishing the carriage and breaking the arm of one of the ladies.<sup>9</sup>

The plague-like swarms of insects continued to harass every living thing remorselessly by day and by night.

The severity of the epidemic led to the resort's first real attempt to control the pest. At a meeting of the Atlantic City Council late in August it was proposed that the breeding-holes be filled and graded. Boarding house and hotel owners were ordered to have those in their immediate vicinity filled. Little attention was paid to the regulation and the municipal authorities had no funds to go ahead and do the work for the benefit of all. In 1860 further action was taken by the Council but little benefit resulted. In the 1870's more insistent efforts were made and by the 1880's few breeding spots remained within the immediate bounds of the city.<sup>10</sup>

Getting rid of puddles of stagnant water within the limits of the resort did little good when the nearby marshes remained as breeding grounds. An Englishman who came to this country to attend the Centennial Exposition in Philadelphia and visited Atlantic City, described the resort as a "little town . . . raised out of the sea marshes," from which came swarms of mosquitoes. The visitor declared that the insects were the largest he had ever seen and that they would bite through thick hairy trousers.<sup>11</sup>

The interior of the county was similarly troubled by the pests. Charles K. Landis, the founder of Vineland, which was adjacent to the northwestern part of the county, described in his journal of August 12, 1880, a short trip to East Vineland and into Atlantic County, in a "hired . . . carriage" through "clouds of mosquitoes." He added, "I thought they would eat us up. . . . Had been so tormented by them that I did not feel well in the afternoon. Remained in the office at home and went to bed at eight o'clock. To be disturbed by mosquitoes during the night. They are worse than I ever saw them before."<sup>12</sup>

In the other shore counties the pests were just as bothersome. A letter written in August, 1881, from Dennisville in Cape May County, to a Mt. Holly newspaper, described a horse and buggy ride from the railroad

station at Woodbine to Dennisville, as a four-mile ride through dense underbrush clouded by mosquitoes of "vast penetration" and blue-headed horseflies "big as bumblebees."<sup>13</sup>

New Jersey became so widely known for its mosquitoes that they not only became the theme of doggerel, but in 1899 they were made the subject of an instrumental piece published that year for the piano. The music was entitled "The Mosquitos' Parade, a Jersey Review" and the subtitle explained that it simulated "the song and motions and bite of the Jersey 'skeeter.'"<sup>14</sup>

In addition to smoke, a number of other methods of coping with mosquitoes were devised in the 19th Century. Drugstores sold barrels of citronella during the season, and quantities of joss sticks were burned on porches. One local newspaper announced in 1853 a "sovereign remedy" to prevent annoyance from mosquitoes at night, which it believed would be "hailed with delight." It promised that mosquitoes could easily be got rid of by dissolving camphor in whiskey, soaking a rag therein, and hanging it over the bed. An additional sprinkle throughout the room to render the remedy still more effective was advised.<sup>15</sup> Another paper carried an advertisement by a local firm which was selling "Mosquito covers for neck and ears."<sup>16</sup>

Some felt it futile to try to do anything about mosquitoes at all. One Monmouth County newspaper stated on September 1, 1855, that it had advice for the afflicted inhabitants of the Jersey coast: "Never kill or drive off a skeeter; let him have his fill; expose your body so as to get bitten all over, after which no skeeter will bite you, for a skeeter never was known to place his sucker in the same place that one had been before him, even if it were fifty years ago. Being bitten all over, you will there prove an effectual remedy."<sup>17</sup> It was not until the 20th Century that effective measures were devised to control the pest.

## 2. *Twentieth Century efforts at mosquito control.*

The salt marsh mosquito is a common species along the seashore and brackish marshes of the coast. It has caused abandonment of otherwise well-situated seashore resorts. . . . It is by far the most abundant species throughout South Jersey. More than one half of all the specimens received from health officers in South Jersey are of this species. . . . On cranberry bogs 30 miles from the shore, millions of specimens were all of this one type. Briefly stated, this is "the" Jersey mosquito.

(Statement made in 1901 by the New Jersey Agricultural Experiment Station.)<sup>18</sup>

"There never was an Eden," proclaimed one shore writer, "that the Devil did not try to get into and the more perfect the Eden, the more he tried to get into it."<sup>19</sup> The "Jersey skeeter" was not a new variety, but by 1900 great numbers of pleasure seekers, desirous of enjoying "Jersey's Eden," had come to believe that only in New Jersey could so many and such bloodthirsty pests be encountered. They were particularly troublesome near the salt marshes. A description of a trolley ride from Atlantic City to Somers Point, taken in 1900 during the mosquito season, asserted that while there were no mosquitoes in the trolley cars at the start, at Pleasantville they began to come in and as the ride extended along the edge of the saltmarsh meadows, they increased in number until Somers Point was reached."<sup>20</sup>

It was agreed that the saltmarsh mosquito was a worse offender than the fresh water type. One authority declared in 1917 that the species which bred in the 296,000 acres of salt marsh in the state often travelled as much as forty miles inland. He believed that it was this type which caused 95 per cent of New Jersey's mosquito burden.<sup>21</sup> It was more difficult to control the salt water mosquito than the kinds which bred inland on stagnant fresh water. The female fresh water mosquito lays her eggs on the surface of the water, while the salt marsh



species deposits her eggs in the mud, or where water is likely to come, then dies. Her eggs live through the winter frosts until covered by warm salt water. Then they hatch and the larvae feed on algae. In about seven days the adults emerge and, in the words of one observer, "float with the lazy winds, hungry, and with a desire to spread the species."<sup>22</sup>

By 1900 certain shore areas had gained an unsavory reputation as centers of mosquito swarming. One location found its summer trade declining because of the insects. A hotel called the Berkeley Arms was built about 1880 on Island Beach in Ocean County, between Seaside Park and Seaside Heights. It was financed by Pennsylvania Railroad officials. During the first season a swarm of mosquitoes descended upon the area, coming from the salt marshes to the west, many from the "Mosquito Cove" mentioned in the preceding section. So troublesome was the scourge that the guests were literally driven home. The Berkeley Arms never recovered from the bad reputé it had gained because of the prevalence of mosquitoes there and fewer and fewer guests patronized it. The place later burned. After mosquito ditches had been built and control work had been carried on for a decade and a half the area's bad reputation declined and the summer resort section grew. By 1933 the assessed valuations of the two resorts of Seaside Park and Seaside Heights was \$3,986,923.<sup>23</sup>

The first state effort at mosquito control was made in 1902 when the legislature appropriated \$10,000 for the Agricultural Experiment Station to study the best means of controlling the pest. Of this amount only \$1,000 was made available the first year,<sup>24</sup> and some shore communities, giving up hope of immediate state aid, instituted measures of their own. In the summer of 1904 the insects became so obnoxious in the section of Monmouth County between Atlantic Highlands and Little Silver, that local citizens and summer people gave donations for placing

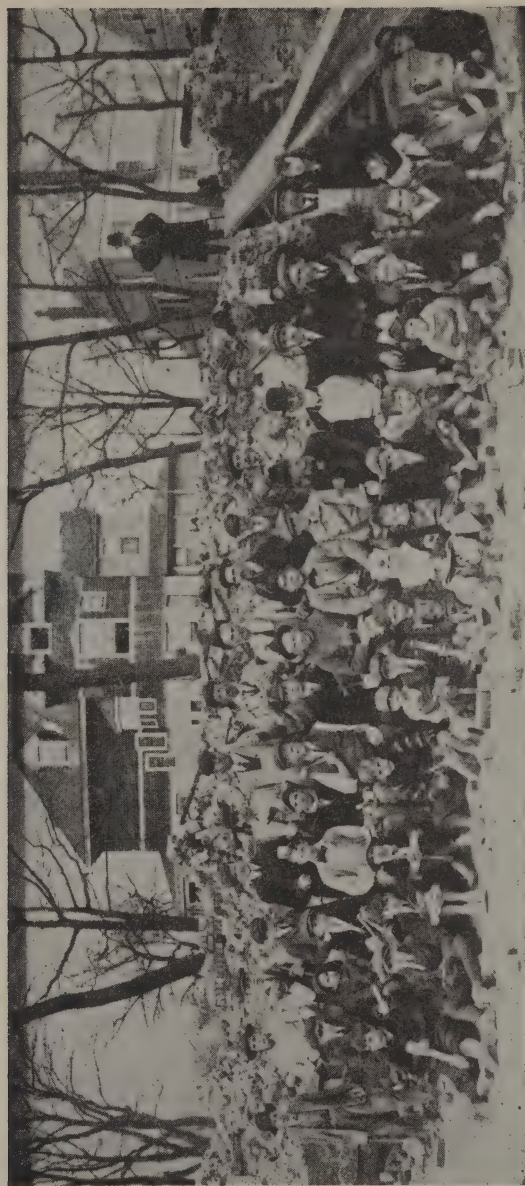
a film of kerosene oil over the worst spots. The kerosene oil provided only temporary and limited relief, and plans were then made to begin to ditch the marshes for proper drainage.<sup>25</sup>

In 1905 the Agricultural Experiment Station made a special report entitled "The Mosquitoes of New Jersey." In this, acknowledgement was again made that the salt marsh variety was the most difficult problem. The authors declared also that the prevalence of mosquitoes kept down real estate values in many localities. In 1906 the state made the Experiment Station the responsible central agency in mosquito control, and ruled that the local work was to be done through the local Boards of Health. State aid was now offered for draining the marshes, and by 1912 more than 40,000 acres of salt marsh from Secaucus in Hudson County to Barnegat in Ocean County had been ditched for drainage at a cost of about \$129,500.<sup>26</sup>

The procedure against the pest was changed in 1912, when the legislature passed the County Mosquito Commission law, which provided for organized local efforts in county units supported by county funds controlled by the Experiment Station. The Act was supplemented in 1924 by a law which authorized the County Board of Freeholders to issue bonds to finance drainage operations. By 1930 approximately 6,000 miles of drainage ditches had been built. The outcome, reported the Station, was an increase in taxable values, especially so in the portions where salt marsh mosquitoes had been made scarce.<sup>27</sup>

In 1913 Atlantic, Hudson, and Passaic counties took advantage of the provisions of the County Mosquito Law and started work on mosquito control. In the following year Middlesex County followed suit and in 1915 Cape May, Ocean, and Monmouth counties, together with Bergen, began county control work with county funds. Ocean, Cape May and Atlantic counties devoted all of their attention to salt-marsh mosquito control.<sup>28</sup>

The results of the work were often disappointing to



(Courtesy Asbury Park Press)

*Brick Cleaning Bee of the First Methodist Church, Asbury  
Park, following the Fire of April 1917*



the average taxpayer, who did not understand its difficulties and its limitations. In 1917 a Mays Landing newspaper reported that there were protests from all over the county that the people were not getting their money's worth in the way of relief from mosquitoes, despite the fact that \$26,000 had been appropriated annually for several years by the county. This was not the fault of the Mosquito Commission, the article explained. Unusually heavy rains in July had resulted in a flood of salt marsh mosquitoes, despite ditching. Without ditching the invasion would undoubtedly have been even worse. At the time, two ditching machines were working in the Tuckahoe district, cutting from five to six thousand feet of ditches per day, but, the newspaper warned, because of the wet weather another large brood of mosquitoes was expected between August 15th and August 20th.<sup>29</sup>

All of the shore counties felt the need for intensifying the work against the mosquito. In 1921 an investigator in the Cape May area asserted that one of the principal reasons for the slow progress of agriculture in that county was the prevalence of mosquitoes.<sup>30</sup> The same year an authority on the Jewish colonies, which included Woodbine in Cape May County and Mizpah in Atlantic, declared that the farmers were losing heart because of the discomfort caused by the incursions of the far-famed Jersey mosquitoes from the surrounding swamps and marshes.<sup>31</sup> Similar feelings were expressed by surveys made in 1923 in Ocean County, where it was claimed that the hosts of mosquitoes during the summer months through practically all the area tended to retard agricultural development.<sup>32</sup> It was even claimed that the pests were responsible for most of the abandoned farms in South Jersey.<sup>33</sup>

The work of building drainage ditches was carried on by all the shore counties with great determination. By the mid-thirties over 1,500 miles of the ditches had been constructed in Ocean County alone. By this time the



county was spending about \$15,000 each year to keep the ditches in order.<sup>34</sup> The numbers of mosquitoes were greatly lessened. In 1933 an Ocean County expert declared happily that the obnoxious citronella, which used to be carried by druggists in barrel lots, was rarely bought.<sup>35</sup> Three years later a local historian wrote that it was now possible to sit on unscreened porches any evening without being reminded of mosquitoes except by some oldsters who told "how it used to be."<sup>36</sup> It would seem that he must have spoken a bit extravagantly, however, or perhaps the summer of 1936 was a very dry one.

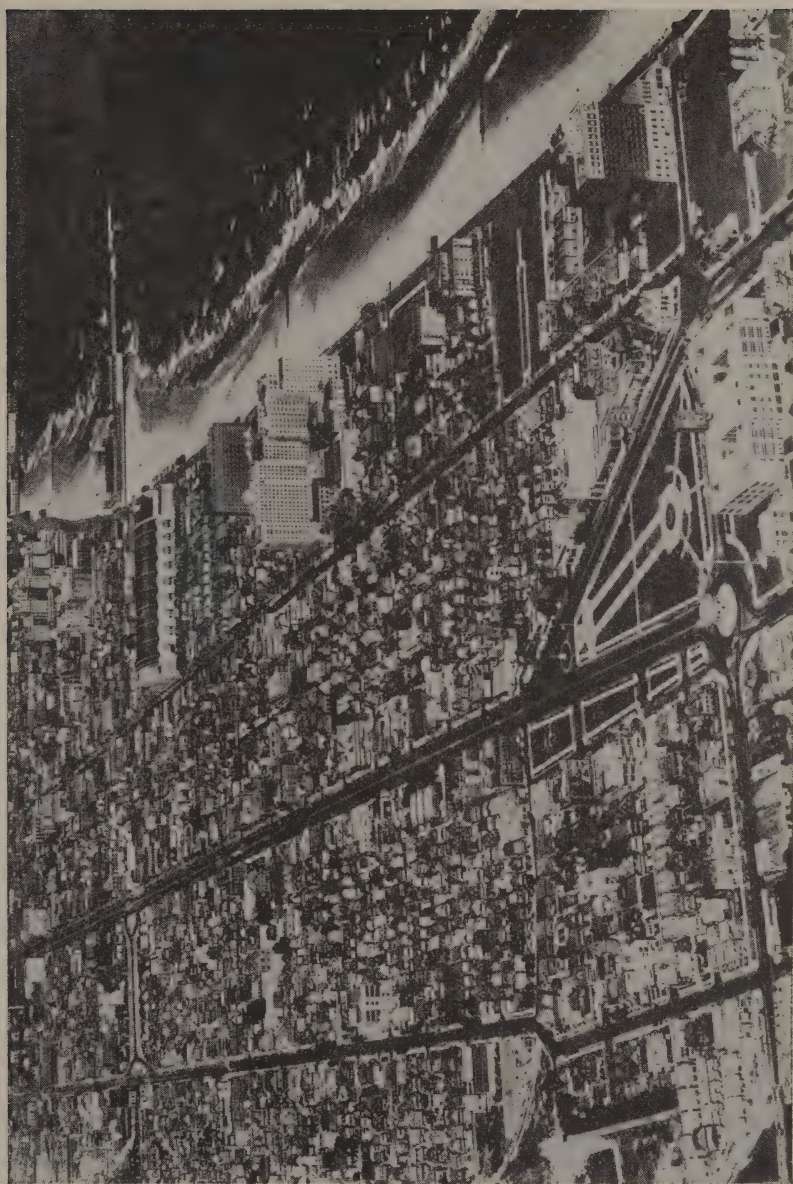
In a map drawn by an authority on mosquito control and published in 1933, various sections of the New Jersey coast were characterized with reference to the amount of infestation by mosquitoes. Along the shore of Monmouth County the mosquito population was described as "scarce since 1915," except for the central section, where it was called "scarce always." The Ocean County shore area was divided into two parts. In the northern section mosquitoes were said to be "scarce since 1915." In the southern half of the county, including most of Long Beach, they were termed "troublesome." In Atlantic County, the salt marshes around Great Bay at the mouth of the Mullica River were labelled "very troublesome" and in the region south of that, including Absecon and Pleasantville, the notation was "troublesome." The Atlantic City-Absecon Island, Ocean City area was called "rarely troublesome since 1915," and in the remaining portion of the shore, in Cape May County, mosquitoes were said to be "troublesome."<sup>37</sup>

A definite relationship existed between the severity of the mosquito plague and the tax valuations of shore property, according to a published survey of the area made in 1933. Where salt marsh mosquitoes had always been scarce, the increase in tax valuations from 1900-1915, when there was little mosquito control, was much smaller than in the period from 1916 to 1930. In the

sections in which the insects had been greatly reduced since 1915 the average annual increase in tax valuations in the second period was 2.2 times as great as in the first period. On the other hand, in the regions in which mosquitoes were still troublesome, the average annual increase in tax valuations during the period from 1916 to 1930 was only 1.65 times that which occurred in the first period. The investigator concluded that it could be said conservatively that the areas in which mosquitoes had been greatly reduced since 1915 showed a gain in the amount of \$555 millions over what one could normally have expected to experience had the mosquitoes not been brought under control.<sup>38</sup>

Ditching and drainage of the salt marshes were a rewarding means of attempting to control the mosquito scourge, but the method brought with it one disadvantage. The exclusion of sea water from the salt meadows which resulted from the digging of mosquito drainage ditches, gave rise to basic changes in the physical nature of the soil because of the removal of salt. The vegetation upon the salt marshes was controlled by the height of the water table and the salt content of the soil solution. From a practical standpoint, it appeared that enclosed marshes should be allowed to flood during the non-mosquito breeding season in order that the salt content of the soil might not be reduced to a point where typical salt marsh vegetation was destroyed.<sup>39</sup>

The ditching and drainage of the salt marshes did not by any means do away entirely with the mosquito menace. Although the onslaughts of the insects were not as serious as before, there were still enough of them to be a nuisance, and in a wet summer they were often very bad. According to the *New York Times*, in August, 1938, the Sandy Hook section of Monmouth County found itself put on the defensive by air attack "from fast-flying and well-armed Jersey mosquitoes." An army review at Fort Hancock on Sandy Hook was disrupted when the pests



(Courtesy N. J. Council)

*Atlantic City*



"invaded the place in unprecedented numbers." They caused such discomfort that the commanding officer cancelled the review. That summer residents of all the shore counties combatted hordes of mosquitoes, which had bred during a period of rain and warm weather. The mosquito eggs, unfertilized for lack of water, had lain high and dry in the salt marshes during the early summer ; but after a full week of rain followed by ten days of hot weather, the mosquitoes had hatched at the rate of "5,000 a square yard of marsh."<sup>40</sup>

In the late Forties the pest became the object of a new attack which gave promise of being effective. In 1948 the Monmouth County Mosquito Extermination Commission sponsored an extensive program of mosquito elimination which involved cleaning the existing ditching system from silt, and starting the spraying of the mosquito with "DDT" by airplane. The program was widened in 1949 when \$50,000 was allotted by the State Department of Health for air spraying of shore marshlands with DDT. At the next session of the legislature money was appropriated to spray mosquito breeding places in all the shore counties. In the first week in August, 1949, planes began to work with the first full-scale onslaught. The marshlands were doused with a preparation of one-tenth of a pound of DDT to a pint of oil base for each acre, a comparatively mild solution. The dusting planes flew at from fifteen to twenty-five feet over the marshland. They could operate for forty-five minutes before having to return to the field to reload. Three treatments were made during the mosquito season, the final one just before the Labor Day weekend. In 1950 DDT and fuel oil spray were used on over 25,000 acres of Monmouth County, with a great increase in public comfort.<sup>41</sup>

Within the next two years, however, some question arose concerning the continued efficacy of DDT for mosquito control. At the 39th Annual Meeting of the New Jersey Mosquito Extermination Association, held in At-



lantic City in March, 1952, one authority on the subject brought out the fact that mosquitoes of the 1951 season were several times harder to kill with DDT than were their ancestors when the chemical was first used. Research studies made by the federal government in Florida and southern California had demonstrated that the longer a marsh area received annual DDT sprayings, the more resistance the adult mosquitoes and their larvae showed. It was suggested that it might be better not to subject the larvae to dosages of DDT in the marshes, but rather to permit them to reach adult life and then kill them with fog, mist, and hydraulic spraying of DDT when they moved into residential areas. On the basis of these findings, it was also recommended that emphasis be placed on more permanent mosquito control work in the marshes, such as drainage and filling, and less dependence on chemicals. It was evident that even the lowly mosquito had learned how to develop an armor in times of war.<sup>42</sup>

### 3. *The Pines and their problems.*

The house and the surroundings were dilapidated in the extreme, fences and outbuildings having been torn down, as was afterwards learned, for fuel.

(Excerpt from report on conditions in the Pines, 1911-1913.)<sup>43</sup>

The area known as the Pines included a considerable portion of the shore counties south of Monmouth. A survey made in 1939 by state officials indicated how small a proportion of tillable land there was in the section. In Ocean County, ten townships had less than 10 per cent of tillable land in farms; another township contained less than 20 per cent. In the shore section of Burlington County, four townships had less than 10 per cent and two less than 20 per cent. In Atlantic County eleven townships, all of the county but the two most northern townships, had less than 10 per cent of tillable land. In northeastern

Cape May County, one township had less than 10 per cent and two less than 20 per cent.<sup>44</sup>

In the first half of the 20th Century the "Pineys" continued to live much as they always had. The scattered population in the Pine Belt found little opportunity to earn a decent livelihood. A report made in 1905 noted that the residents of the Pines were dependent on picking huckleberries, working in cranberry bogs, and gathering holly for sale in the holiday season.<sup>45</sup> The limited sources for making a cash income changed little in the subsequent years. In 1940 it was declared that cranberrying, picking wild huckleberries, cultivating blueberries, gathering sphagnum moss and Christmas greens, and intermittent wood-cutting, saw-milling and the manufacture of rustic furniture constituted the major means for employment in the sparsely settled regions of the Pine Belt.<sup>46</sup>

Intermarriage, sterility of soil, and isolation, all problems which were carried over from the 19th Century, left their marks upon the population. Most shocking were the findings of an investigation conducted between 1911 and 1913 under the auspices of the New Jersey Department of Charities and Corrections, and subsidized by a legislative appropriation of \$2,000. The report, entitled *Social Conditions in the Pine Belt*, declared that entire districts were populated with families whose mentality was below normal. At a small store in the Pines, near some of the shacks mentioned in the quotation at the beginning of this section, the investigator overheard a conversation which indicated the casual marital relationships accepted by the community. "Yes, Harry has a wife but she left him and is living with a man down near Milltown. . . . Yes, that's Bertha's and Harry's child all right but they cannot get married because Bertha has a husband living. . . . When Bertha was only 16, her mother made her marry old Jim Bently who was 68. Jim had had 3 wives and 11 children. Bertha and Jim did not get on so they went back to old Squire King who married them and

got a writ of separation. Of course, it is not legal but they think it is."<sup>47</sup>

The era of better roads inaugurated by the automobile, did little to break the isolation in the Pine Belt. Only a few improved highways were built in the first two decades of the century, and those that were constructed led only to the shore resorts. No effort was made to provide roads in the Pines.<sup>48</sup> By 1930, conditions had improved but little. Actually the area was not really isolated. Much motor travel passed through it, but little ever stopped.<sup>49</sup>

In the decade of the Thirties only one road was built with an objective in the heart of the Pines. On July 12, 1928, Captain Emilio Carranza, a Mexican good-will flier en route from Mexico City to New York, died when his airplane was wrecked by an electrical storm in Tabernacle Township, in the Burlington County Pine Belt. A monument was later erected there and in 1937 a special road was constructed between Tabernacle and Speedwell to reach the location.<sup>50</sup>

Except for the main routes which traversed the region en route to the shore, the roads in the area remained primitive. Once off the main highways they were winding, rutted, and narrow. Turn-outs which had been cut many years before were still in use. Now and then there was a shack or house of one to three rooms, with seldom a cellar and none of the simplest of modern conveniences. Near some of the shacks were dugouts with rounded, sodded roofs three feet above the ground, which were used for food storage and in times of necessity as a refuge from forest fires.<sup>51</sup>

Forest fires continued to be a menace. A total of eighty-one fires was listed in 1904, mostly in the Pine Belt. Atlantic County had sixteen; the Pine section of Burlington County twelve; Ocean County nine; and Cape May County, six. In an analysis of the causes for the fires, it was found that twenty-five started from sparks

from railroad locomotives; thirteen were caused by farmers clearing land; six by hunters; five by boys playing with matches; five by careless smokers; five by tramps; and two by charcoal burners.<sup>52</sup> The shore county residents were so insistent in urging better fire protection that in 1905 the state organized a Forest Park Reservation Commission, with power to combat fires, and in 1907 a technical forester was engaged.<sup>53</sup>

Nevertheless destructive conflagrations continued to occur. During a dry May in 1911, for example, a fire began on Sunday a mile from Mays Landing and continued on to the borough of Richland, ravaging an area ten miles long and two and a half miles wide, and destroying thousands of dollars' worth of timberland. The whole countryside was in a state of alarm. Section hands on the electric railroad from Newfield to Pleasantville were called out and did good service saving farmhouses and valuable cedar swamps. Week-end autoists on the new "county boulevards" from Philadelphia to Atlantic City had to pass through dense clouds of smoke. The blaze jumped from tree to tree with a crackling that could be heard a mile. Workers within a quarter of a mile of the fire at times had to shout to be heard because of the roar of the burning pines and cedars. Filled with sap, each one became a veritable torch as the flames leaped to the sky.<sup>54</sup>

With the re-organization of the Forest Fire Service in 1923 and its expansion in the early Thirties, a decline in the acreage annually burned became evident. Prior to 1932, statistics showed that the forests were burned over once every twenty-five years; between 1932 and 1940, however, the frequency was reduced to only once in seventy years. By the latter year, the state had established two headquarters for fire fighting work, one at Toms River, the other at Mays Landing. These became centers for separate fire fighting districts, each of which had a warden and a regular crew on call for service at any time.



A number of fire towers were also built at strategic locations throughout the area, and when a fire was detected, its location was immediately reported to the nearest warden, who assembled his crew and hurried toward the spot as quickly as possible. In severe fires an airplane was used to keep the men on the ground informed of developments. The plane, the fire towers, and the cars used by the division headquarters were equipped with two-way short wave radio sets, which provided a good means of contact. The look-out towers, according to a report issued in the latter 1940's, were manned during the daylight hours from March 1st to December 31st of each year. As an added protection, in the so-called "hot-spots," which included the three southern shore counties, the Forest Fire Service, in conjunction with railroad companies, burned a protective safety strip 100 feet wide on each side of the road bed. Safety strips were also constructed around the Atlantic City Race Track.<sup>55</sup>

Other problems affected the Pines. The various land development schemes started there gave rise to confused ownership and to continued delay in the use of the land for the public welfare as one scheme after the other failed. One serious difficulty stemming from these promotional efforts did not become evident until the depression years of the 1930's, when much of the land in real estate developments became tax delinquent. A booklet, *Rural Tax Delinquency in New Jersey, 1929-1934*, pointed out that Manchester Township in Ocean County near Lakewood had the highest percentage of area tax delinquent for one year or more in this period of any town in the whole state. This land was not used for agricultural purposes; in fact, 99.9 per cent of Manchester Township was not farmed. Tax delinquent land there amounted to 38,000 acres, of which 23,000 were still held by "development companies," which, according to the investigation, "greatly aggravated the severity of the situation."<sup>56</sup>

Local governments in the Pines suffered severe financial burdens because of the situation. They had to pay taxes to the state and county on all the assessments in their district even though some of the taxes might be uncollectible. Chronic tax delinquent land which was not worth the cost of getting into township ownership was in most instances omitted from assessments records. As a result, thousands of such lots were to be found scattered throughout the Pines, having ownership status similar to that of no man's land. The townships which did try to hold tax sales on such land discovered the cost of foreclosure proceedings too expensive, and they then simply held on to the tax liens to such properties and did not proceed further.<sup>57</sup>

Many public spirited citizens recommended that most of the Pine Area be put under public ownership, but the state found it difficult to acquire large areas of contiguous forest land when so much of it was owned in small parcels by persons scattered throughout the country. The state could not afford to pay from \$25 to \$500 for a 25 by 100 foot parcel of forest land, the exact location of which could not be determined without considerable trouble. Nor could the state merely confiscate the land and disregard the rights of individuals who were not willing to abandon the land. Even the question of paying all the legal fees necessary to clarify titles to such lands was a serious problem.<sup>58</sup>

During the second quarter of the century, however, the state acquired considerable pine land acreage, most of which was not involved in real estate developments. These areas included land which became the Lebanon State Forest of 21,556 acres between New Lisbon and Chatsworth; the Bass River State Forest of 8,849 acres north of New Gretna; the Penn State Forest of 2,958 acres between Chatsworth and Tuckerton; the Green Bank State Forest of 1,833 acres on the Mullica River, all of which were mostly in Burlington County, with some acre-

age in Ocean County, and Belle Plain State Forest of 5,565 acres in Cape May and Cumberland counties.<sup>59</sup> In these same years the federal government expanded its holdings at the Fort Dix Military Reservation, in the pine land of both Burlington and Ocean counties.

Arrangements for the largest acquisition were being made at the time of writing these volumes. This involved the Wharton Tract, which included land belonging to the Batsto bog-iron ore works described in Chapter XIV. The tract was purchased by Joseph Wharton of Philadelphia in 1876, at a Master's sale on a mortgage for \$14,000.<sup>60</sup> Wharton had a number of projects in mind, among them the piping of drinking water from the area over to Philadelphia. The suggestion was turned down by the City Council of Philadelphia and finally killed by the passage in the New Jersey Legislature of a law forbidding diversion of water out of the state.<sup>61</sup>

In 1952, the legislature appropriated \$2,000,000 to acquire the tract of over 100,000 acres. The asking price was higher and at the time of writing, negotiations were in progress toward an agreement. The state's plans for the area included a sort of combination water reserve, recreation area, wild life preserve, and development of two service reservoirs. In addition, a fish and game area, large reforestation projects, development of the streams and lakes, and possibly some experimentation in agricultural production and forest fire protection were contemplated.<sup>62</sup>

In the discussion during the appropriation bill's progress through the legislature, it was pointed out by the State Senator from Burlington County that the state's acquisition would cut ratables in a number of southeastern Burlington County townships, depriving Shamong Township of taxes amounting to \$11,140 per year; Washington, of \$9,157; Tabernacle, \$4,775; Bass River, \$898; and Medford, \$212. Queries were also made concerning a proposed 17,000-acre Air Force depot on part of the



Wharton Tract in Atlantic and Burlington counties. At the time of writing, Governor Driscoll announced that he had asked the Defense Department to give him complete details before he would approve or disapprove the project. Conservation authorities declared that some comprehensive plan could be worked out to retain the whole tract for water shed and reservoir purposes, which, it was claimed, would have a greater benefit to the state on a long range basis.<sup>63</sup>

The recreational possibilities for the land in the Pines was emphasized in an investigation made in 1939. Hiking opportunities, canoing, picnic and camp sites could be developed in the State Parks in the area and would provide services for the large metropolitan population of the Philadelphia-Camden area and of the North Jersey-New York area. The mild climate made possible increased development of fall and winter recreation.<sup>64</sup>

The Pines offered another form of recreation: opportunities for hunting. The deer population was large as late as the mid-19th Century, but dwindled steadily through lack of conservation measures in the fifty years between 1850 and 1900. In 1850 deer were so numerous that they could often be seen from the doors of the village houses.<sup>65</sup> There was an abundance of all sorts of wild life in those years. A letter written in 1856 describing the pine land and cedar swamp sections of Cape May County declared "Chief of the wild animals now found . . . are the Black Bear, Red and Grey Fox, Deer, Raccoon, Opossum, Mink, Muskrat, Weasel, Rabbit, Wildcat, and Skunk or Pole Cat." The black bears were to be found in the dense cedar swamps. The raccoon was abundant and was found mostly in the swamps and on the beaches. It frequently resorted to the salt marshes in search of mussels and other small marine shellfish. Muskrats were the most plentiful of all the wild animals in the shore counties and abounded on the marshes and on the bogs or meadows of the interior.<sup>66</sup>



So indiscriminately were the deer and other wild animals slaughtered that the citizens of the state finally began to realize the need for conservation measures. In 1893 the Board of Fish and Game Commissioners was established and in 1907 its powers were broadened to give it complete control over all fish and game. Within the next decade more funds were made available to the Board by the inauguration of fishing and hunting licenses.<sup>67</sup>

The need for this movement was evident. In 1911 only one hundred and forty-one deer were reported killed in the state. A quarter century later, however, hunting conditions had much improved. In 1934, 2,340 deer were reported killed, and of these the region of the Pines, known by hunters as the "deer woods," provided the largest number.

The greatest number of deer killed was in Burlington County, with six hundred and eighty-nine; Ocean County came next, with five hundred and fifty-seven, followed by Atlantic County with one hundred and forty. By that time a hundred deer clubs operating camps were to be found in Burlington County, with others in Ocean and Atlantic counties. The chief concentration points for deer included these colorfully-named locations: Chatsworth, Brown's Mills, Webb Mills, Pasadena, Turkey Swamp, Harmony Mills, Mt. Misery, Friendship Bogs, Red Lion, Tabernacle, Double Trouble, Devil's Half Acre, Quaker Ridge, Jankin's Neck, Cedar Bridge, Estellville, and Warren's Grove. It was claimed that as many as fifty deer had been killed within a range of less than a mile around the last-named place in one season.<sup>68</sup>

By mid-century the number of deer killed in the hunting season had increased still further. The report for the six-day hunting season of 1951 was 4,490 deer killed with rifles, plus thirteen killed by bowmen during an earlier open period.<sup>69</sup>



## CHAPTER XXIX

### HIGHLIGHTS OF LIFE AT THE SHORE

#### IN THE 20TH CENTURY

Atlantic City! Place of Pleasure! Haven of rest! Mecca of the Tourist! Delight of the Pilgrim! Abode of Fashion! Paradise of the Summer Girl! Home of the Negligé Shirt! . . . Paean of praise can add naught to the glory that surrounds thee, thou Queen of the Coast!

(Exuberant blurb, 1900.)<sup>1</sup>

During the first five decades of the 20th Century many new forms of recreation became popular with shore visitors and residents. Golf clubs sprang up near the resorts, and tennis tournaments were held. Moving pictures were introduced and the vogue of sending souvenir postcards reached high favor. While activity in the Ku Klux Klan could not properly be called recreation, there is no question that a number of misguided individuals found a sort of perverted entertainment in participating in its demonstrations. Two race tracks were built in the shore area and quickly became a popular attraction.

The first half of the century also witnessed the rise in popularity of the rolling-chair and the Easter Parade, the Beauty Pageant and the Baby Parades. Shore residents fought a losing battle against the changes in bathing attire. A nudist camp appeared at Mays Landing. There were many famous visitors. The whole countryside was saddened by such disasters as the burning of the "Morro Castle" off Asbury Park and the destruction of the "Hindenburg" at Lakehurst.

Despite the fact that most New Jersey writers regard Atlantic City and the other resorts with the feeling shown in the initial quotation in this chapter, there were others who saw the "Queen of the Coast" from quite a

different angle. This was particularly true of out-of-state critics, one of whom looked at Atlantic City in 1923 with a jaundiced eye. "Here," he wrote, "on sticky summer evenings, the inland horde swarms like flies. They bid for bogus objets d'art at elegantly conducted auctions, eat pop-corn and salt-water taffy . . . , look on sculptors modeling President Harding. . . . The shore is affronted by nightmare villas, pricked by endless piers and casinos, befouled with the droppings of picnics, garbage in pail-fulls of egg-shells and orange skins. The turbid surf is made stale with a million hired bathing suits."<sup>2</sup>

### I. *New forms of diversion.*

For one entire week, the resort was agog with the making of a motion picture on the beach. It was called "Weary Willie's Transformation." . . . Society folk and others crowded every available spot from which a view of the company could be had.

(High spot of summer of 1915 at Cape May.)<sup>3</sup>

Country clubs started in the 1890's grew in popularity the first decade of the century. A number developed in Monmouth County. There were two just outside Lakewood in Ocean County. At the turn of the century the Atlantic City Country Club on the seaward side of the Old Shore Road was opened. It was claimed that a high authority in the world of golf, Mr. Herbert James Tweedie, had declared that he had found there the finest natural sandbunkers in America. Adjoining the golf links was a polo field, and nearby were tennis courts.<sup>4</sup>

Tennis had been popular at most shore locations for some years. The Sea Bright Tennis Club in Monmouth County north of Long Branch claimed to be the second oldest in the country. The first equipment for it was delivered from England in 1875. Since lawn tennis was played, the club's most valued asset was its turf, which was imported from England in 1887. The Sea Bright



Lawn Tennis and Cricket Club on Rumson Road was organized in 1886 and invitation tournaments were held there.<sup>5</sup>

Other sections of the shore developed an interest in tennis. Big Bill Tilden is said to have perfected his game on the Engleside tennis courts at Beach Haven on Long Beach Island, where many tournaments were held, among them the Central New Jersey Championships and the Junior Boy's and Junior Girl's championships of New Jersey.<sup>6</sup>

Moving pictures appeared at the shore in the first decade of the century. An advertisement in an Atlantic City newspaper in 1905 urged readers to come to view a "masterpiece of animated photography," depicting a "realistic stage coach hold-up and hand-to-hand pistol fight."<sup>7</sup> The first film shown in Long Branch portrayed firemen and a three-alarm fire. It was exhibited in a small room in the entrance building of the Iron Pier. In 1909 a "Nিকেlette Theatre" began to put on one-reel comedies and melodramas, and in the same year the West End Bathing Pavilion was transformed into the Bluff Theatre, the only motion picture house on the boardwalk. Soon after that the first open-air theatre was started on the site of Phil Daly's Club, which was mentioned in Chapter XIX. This seated 2,000 people. When it rained, the old domed gaming room, accommodating 600 people, was utilized. In the town itself several theatres were used interchangeably for vaudeville, Broadway try-outs, and movies.<sup>8</sup> With the coming of television in the mid-century years, interest in the movies declined, despite the fact that television along most of the shore was not clear unless the householder had a thirty foot high antenna, built from the ridgepole of his roof.<sup>9</sup>

The mailing of souvenir postcards of the "wish you were here" type was exceedingly popular with all visitors, who bought them to send to friends sweltering in the city. The custom had its beginnings in the latter years of

the 19th Century but gained greater popularity in the first decade of the 20th. The first souvenir postcards on the shore, and, it was claimed, in the whole United States, were introduced at Atlantic City in 1895 by a German-American who had visited her childhood home on the Rhine that year and had brought back to this country an assortment of the picture post cards then on sale in Germany. Her husband conceived the idea of introducing the souvenir card in this country. He had about 10,000 cards printed in colors, expecting that they would be purchased by the hotels and business people in Atlantic City for advertising purposes. The greater portion of the cards were left on his hands and eventually he began to sell them to the public at bargain prices. Within a few seasons visitors accepted the idea and souvenir cards sold in increasing numbers.<sup>10</sup>

The fad for sending cards spread around the turn of the century and by 1906 a total of one and a half million souvenir cards passed through the Atlantic City Post-office during the month of August. An average sale of 50,000 one-cent stamps a day was made for the month. The craze changed the sale of stamps in the local office. Previously two-cent stamps had accounted for by far the largest proportion of business, but now they amounted to hardly more than one-fifth of the number of one-cent stamps sold. The post-office reported that it had no trouble in cancelling the stamps on plain paper postcards, but the "leather" ones and other novel kinds caused no end of difficulties. Leather cards had to be stamped by hand.<sup>11</sup>

The printed material on the postal cards was sometimes subjected to official scrutiny. One issue of a Mays Landing paper contained an item from Atlantic City stating that on the previous day "500 racy postals" had been seized by police and detectives in a "sensational" raid on Boardwalk vendors. The officers ransacked the secret places from which the "naughty cards" were being procured.<sup>12</sup> The interest in sending cards continued, and

"naughty cards" were still popular at mid-century despite police check-ups.

In the 1920's a small proportion of shore residents found a new outlet for their energies by joining a secret organization which traded on prejudice and anonymity. The emergence of the Ku Klux Klan in this decade throughout much of the country was echoed in some sections of the shore counties. Its activities were the basis for much talk and more rumor.

At Long Branch the organization became wealthy enough to buy Elkwood Park for its meetings, and on July 2, 1924, it played host to a tri-state Konklave at the Park. This was called to demonstrate against the presidential candidacy of Al Smith. The conference culminated with a large parade of hooded marchers on Independence Day and several fiery crosses were burned on or near the homes of Catholic residents. A number of Catholics either left the community or took steps to protect themselves. A group of three nuns, associated with the Star of the Sea Academy, saw the parade, and as one robed and hooded figure passed they saw his feet and exclaimed, "The iceman." The latter individual received no more orders from the Academy or other neighboring Catholic institutions. Several weeks later a sheepish iceman confirmed their guess when he called to ask whether they had stopped taking ice just because he was in the parade.<sup>13</sup>

Another group adversely affected by the Klan's objectives were the Jews. After the parade at Long Branch, the Jewish summer residents departed from the town "practically en masse," to the economic dismay of local shopkeepers and hotel and boarding house proprietors. Many of the Negro population locked their doors and refused to emerge on the streets for several days. Although there was no official opposition to the KKK in the resort, the hasty departure of the summer visitors brought about the same result. When they realized how thoroughly the Klan was wrecking business local partici-



pants withdrew from it. The Klan lost Elkwood Park and ceased to be a factor of importance. It was claimed that a small group still held secret meetings, but there was no public evidence of any activity. In 1946 the Klan as an organization was outlawed in the state.<sup>14</sup>

An old form of amusement returned in the 1940's when large race tracks were built in Monmouth and in Atlantic counties. The racing center in Monmouth County had a long history behind it. In 1940, following the approval of the constitutional referendum in June, 1939, which allowed pari-mutuel betting on horse-racing, the legislature passed a control measure, establishing the State Racing Commission. In November, 1945, this body sanctioned the building of a race track near the old Monmouth Park at Oceanport, just outside of Long Branch. The race track and grandstand were constructed in 1946. The grandstand seated 8,200, and had 166 boxes for 1,000 more spectators. The official opening took place on June 10, 1946. In 1948 new murals at the clubhouse were unveiled, showing pictures of the old and the new Monmouth racing parks.<sup>15</sup> The track was well patronized from its opening. On the last day of racing in 1951 a crowd of 24,702 put a total of \$2,157,376 into the mutuels machine. The total handle in the pari-mutuels for the meet that season amounted to \$56,707,853. The greatest previous gross handle was \$48,981,886 during the 46-day meeting in 1949.<sup>16</sup>

The Atlantic County race track was begun in 1945 and opened in 1946. It was situated half a dozen miles from Mays Landing and twenty miles from Atlantic City on the site of the former Atlantic Pines Golf Club. At first it included a tract of 550 acres with 4,900 feet frontage of the Black Horse Pike.<sup>17</sup>

Much criticism was aimed at both tracks, as well as at the Garden State Track at Camden, because their large grandstands were erected when shortages in building materials were very acute. The tracks were attacked by



many church groups and clergymen, one of the most outspoken of whom was the pastor of the Bible Presbyterian Church in Collingswood, who was quoted as declaring that the track would "undermine morals," "ruin the Black Horse Pike," and was in every way a "disgrace."<sup>18</sup>

By the time the Atlantic City Race Track was opened, it had been enlarged to 700 acres, of which 450 were cleared, and parking arrangements were being made for 25,000 cars.<sup>19</sup> In 1947 a railroad spur to the track was completed, to bring special trains of racing enthusiasts.<sup>20</sup>

The track had a pronounced effect on Atlantic City, for it attracted many racing groups and stimulated hotel business. The first meet, which lasted forty-two days, caused changes in the customs of the resort. Visitors no longer shopped in the afternoon; they went to the races. The boom for night-clubs which had been anticipated did not materialize. People got back from the races so late that many of them did not care to start out again after they had dined.<sup>21</sup> That year the state received as its share of the betting tax, which was 4 per cent of the mutuel-pools, \$960,676 from Monmouth Park, which had only twenty-eight days in its season, and \$2,025,684 from the Atlantic City Racing Association, which had a season of forty-two days. The total bet at the Atlantic City Track that year was \$50,542,114, and the total attendance for the 42-day meet was 562,820.<sup>22</sup>

The race track brought business to all the surrounding countryside as well. The Lafayette Hotel in Mays Landing was filled during the racing season. Many state and track supervisors of the pari-mutuels had permanent reservations for each year. During the time of the races famous horses and jockeys were a common sight in the village.<sup>23</sup>

## 2. *The rolling-chair and the Easter parade.*

The Easter Parade at the Queen of Resorts . . . was gorgeous and beautiful. . . . It was a superb day . . . with

fine toggery and Easter hats and bonnets. By noon the walk was filled to overflowing . . . and such a parade! Every color of the rainbow was there. Masculinity was also gorgeously robed.

(Description of promenade on Boardwalk at Easter, 1905.)<sup>24</sup>

Among the more popular diversions, particularly on Atlantic City's Boardwalk, were the rolling-chair and the annual Easter Parade. The rolling chair was first used in 1876, at the Centennial Exposition in Philadelphia, where it conveyed visitors over the extensive grounds. It was brought to the shore by William Hayday, a hardware dealer of Atlantic City, who rented it to invalids. In 1887 he procured a number of them to rent out for pleasure, complete with "pushers" for them.<sup>25</sup>

As the new type of vehicle increased in popularity, the number of chairs on the Boardwalk multiplied. By 1899 the rolling chair had become an essential factor in the life of the resort. Here upon pleasant Sundays hundreds of them could be seen "advancing, passing, and receding into the throng." Many of them were constructed of basket work, which was described by an enthusiast as glowing "richly under its varnish" and as having "a swan's neck prow rising well in front." The passenger was well covered in warm fur-robcs in the winter; in spring and fall he was provided with bright blankets of light texture. Flat Japanese umbrellas were rigged above the chairs to give shade. "When you have seen a pretty girl thus inframed, her lovely eyes drowsing in calm content, you have looked upon the finest picture you ever saw," concluded an 1899 account.<sup>26</sup>

The rolling chair gave the Boardwalk its first traffic problem. Scores of complaints were made about the carelessness of the chair pushers. In 1905 Mayor Stoy was nearly "floored" by a pusher who ran into him with a chair in which sat a 200-pound woman. The City Council thereupon ordered a ten-man patrol of policemen to take

care of rollingchair traffic on the Boardwalk on Sundays. Although the patrol was reported as having acted promptly at every sign of congestion, conditions did not show much improvement, and soon the Council enacted a new ordinance requiring rollingchairs to keep to the middle of the walk, under penalty of a \$25 fine.<sup>27</sup>

This same year the vehicle became the subject of a popular song entitled "Why Don't You Try or the Rolling Chair Song," the first stanza of which began, "Did you ever see a maiden in a little rolling chair?"<sup>28</sup> A few years later the Walk itself became the locale of a song entitled "Moonlight on the Boardwalk," which included such sentimental lines as:

Honey, you make me do what you know I oughtn't to.  
Oh, when it is moonlight, down on the Boardwalk,  
My dearie, that's where I'll be,  
And everytime its moonlight, then it's spoon-night,  
Honey, wait for me.<sup>29</sup>

Rollingchairs and moonlight may have furthered romance, but summer love, warned one writer at the turn of the century, was of short duration. It was at Atlantic City, he said, that that malady could be found in its prime. There loving couples could be seen at every turn. The writer added: "Their shy retreats to cozy corners, their cunning escapes from the prying eyes of mama or the inquisitive looks of papa stamp them as strategists. But," the commentator concluded, "what does it all amount to? Nothing, absolutely nothing. He leaves, and his departure is attended with a tender parting at the train. She returns to the hotel or the cottage . . . to start a new flirtation."<sup>30</sup>

Rollingchairs were in special demand during certain special days of the year, one of which was the annual Easter Parade. However, strollers found them an encumbrance to traffic. In fact, the local paper describing the Easter Parade of 1902 declared that they were a nuisance to pedestrians and especially to ladies who had

to butt them or have them run over the trains of their skirts.<sup>31</sup>

The Easter Parade became increasingly popular in the first decade of the 20th Century. By 1899 the Easter weekend was described as a special season of holiday, and even the surf along the beach was said to "roar joyously" at the end of Lent. At the turn of the century one might see on the Boardwalk at Easter "national dignitaries from the capital, judges of courts, famous divines, officers of the army and navy, railway magnates, bank presidents and eminent politicians and their families." Still others, not of the elite, came down to the shore by bicycle to enjoy the Easter Parade.<sup>32</sup>

By 1905 the crowds coming to the resort for the Easter Parade had become very large. One headline in an Atlantic City paper published Easter Monday declared "Easter Sunday's Parade Glorious Spectacle, 100,000 Visitors March in Review on the Board Walk, Auto Parties came from many cities, Railroads never Had Such Crowds."<sup>33</sup> Most of the visitors arrived at the resort by railroad. Automobiles were said to have carried 10,000 to the Parade that year, but sixty parlor cars went from the Broad Street Station in Philadelphia, alone. The throng at the railroad station in Camden was so great that three sections of the same train were sent out to Atlantic City.<sup>34</sup>

The main attraction of the Easter Parade on the Boardwalk was the fashions worn by the ladies. The local newspaper commented annually on what was worn. In 1902 it reported that hats were "mostly broad-brimmed, . . . trimmed with large roses and almost covered with chiffon and violets."<sup>35</sup> By 1905 women's hats had embarked on another trend. The "waving plumes and lace of the hats," noted the paper, "suggest an exaggerated flower bed." Especially conspicuous were those of "glaring green." The women carried "parasols of radiant colors."<sup>36</sup> By 1910 "baby doll" fashions predomi-



nated. "Certainly," observed the paper that year, "nothing ever made the young girl look sweeter . . . than the simple bonnet with a blue ribbon on it."<sup>37</sup> By 1913 hats were "growing smaller" and a new note was injected with the daring "slash skirts."<sup>38</sup>

By 1925 a larger proportion of the Easter visitors were arriving by automobile, but the railroads were still bringing the majority. That Easter 300,000 "jammed the Boardwalk" and 25,000 came by auto. According to the paper there had never been such a large influx of automobilists on Easter at the shore.<sup>39</sup> By 1928 the number had increased to an estimated 30,000, and the flood of automobiles kept police at the resort busy.<sup>40</sup>

During the next decade the attraction became still more popular. In 1938 the "glamorous crowd for the colorful Easter parade" was estimated at 400,000. By 1941 the attendance had increased to approximately 500,000, an all-time record. Two years later the paper noted that the war had given "no fatal blow" to the Easter parade. During the Easter week-end, banking houses at Atlantic City took in \$1,502,245 in deposits in 1941; \$1,614,882 in 1942; and \$1,563,679 in 1943. Restaurants and rooming houses and those hotels not taken over by the federal government for wartime training were especially busy.<sup>41</sup>

### 3. *Beauty Pageants and Baby Parades.*

The one event of the summer season, the Baby Parade, has burst forth as a spectacle that far outshadows any other event on the calendar. . . . It has become an institution.

(Item from Asbury Park newspaper in 1928.)<sup>42</sup>

One of the unusual features of resort life in the 20th Century was the attention and publicity given to baby parades, beauty pageants, "Miss America" and "Mrs. America" competitions, and even to clam-eating contests.

The most publicized of these various events was the



(Courtesy Dept. of Public Relations, Press Bureau, Atlantic City)

*Famous Boardwalk and Beauty Pageant, Atlantic City*

Atlantic City Beauty Pageant which eventually emerged into the "Miss America" selections. The first beauty pageant was held at Atlantic City in 1921. Inspired by Florenz Ziegfeld's contemporary efforts in "Glorifying the American Girl," local citizens urged that the resort sponsor a nationwide beauty pageant. They claimed it would focus attention on the resort and prolong the season after Labor Day. The first year the accent was on good looks, pure and simple. In the following years talent requirements were added so that the winner would be more "representative" and able to fulfill the long list of lucrative personal appearances that were hers for the year of her reign.

A blonde, blue-eyed, sixteen year old beauty from Washington, D. C., won the first cup. She wore for the initial event a full-skirted black bathing-suit, knee-length, with a colorful sash and a bright bandanna. Twelve girls from nearby cities comprised the group of contestants. They participated in the Bathers' Revue, which was staged between the Steel and Garden Piers. Thousands attended the judging, and the event was so popular that it was decided to make it an annual affair. The same girl won the second and third contests, which led the pageant board to rule that the reign must be limited to one year for any one contestant.<sup>43</sup>

The pageant became larger each year until 1927, when a collapsing real estate boom at the resort caused the contest to be temporarily abandoned. It was revived in 1933, but the affair was put on without the backing of the local Chamber of Commerce or strong support from the hotels and it ran into financial difficulties. In 1935 the program was restored on a firm basis with the whole resort aiding it. The "bathing beauty" was gone and the search was on for America's most typical girl, who was required to have charm, poise, and talent. The name of the event was changed to Showmen's Variety Jubilee and showmen were enlisted to help stage local and state



contests. From 1935 to 1939 the affairs were held at the Steel Pier.

In 1940 the name of the event was changed to the "Miss America Pageant" and it was incorporated as a non-profit civic corporation of the state of New Jersey. This year the show was staged for the first time in the Convention Hall, before an audience of 25,000. During the war the pageant was staged in the simplest manner and between 1943 and 1945 it was held at Warner's Theatre on the Boardwalk. In 1946, however, it returned to Convention Hall.

After the war local and state contests were held under the auspices of civic organizations, such as the Junior Chambers of Commerce, and the winners were sent to Atlantic City. Each year the program became more elaborate. In the latter 1940's an intricate point system was evolved to select the winner. It was based on various events, the background of which included a well-proportioned figure, voice and diction, intellect, wholesomeness, disposition and general culture, special talents and personality. In the latter Forties a number of scholarships were contributed for the winner and fifteen other finalists.<sup>44</sup>

In 1951 over 150,000 people witnessed the annual Beauty Parade on the Boardwalk, which included twenty-three floats, ten bands, six string bands from Philadelphia, three drum corps, and fifty-one "gorgeous girls."<sup>45</sup> The variety of talent displayed in the talent competition ran the gamut from piano playing, singing, exhibition of paintings, and ballet dancing to the rendition of scenes from "St. Joan," "Romeo and Juliet," and "Elizabeth, the Queen."<sup>46</sup>

The contest had widespread ramifications. It was estimated that for every Miss America crowned at the resort, 10,000 single girls competed each year in a thousand contests on the local and state levels which preceded the national finals.<sup>47</sup>



Other contests were held during Pageant week, including a mile swimming race and a clam eating-oyster opening contest held at Starn's Restaurant. The latter was for the championship of the city and was open to outsiders. At the eighth annual contest in 1951 one John Staines, a postal clerk, out-ate Izzy Weintraub, jitney driver, with a score of 199 clams over 144, eaten in twenty minutes. This completely overshadowed Weintraub's record of the year before, a paltry 150 clams. At the end of the 1952 competition, the defeated contestant admitted morosely, "There's nothing wrong with my eating. I have no excuses to offer. I just can't eat as many as that guy can." The winner received a fifty dollar savings bond, and the runner-up a twenty-five dollar bond. In the clam-opening contest, the winner took eight minutes and thirty-one seconds to open the required one hundred clams, while it took the winner of the oyster opening contest only six minutes and twenty seconds to open a hundred oysters. Both winners received a hundred dollar savings bond.<sup>48</sup>

The many large hotels in Atlantic City, and the nearness of the resort to the great cities on the Eastern seaboard, made it natural for the place to become a "Convention City." The significance of the convention business to the economy of the resort was recognized from the beginning. Hotel managers and civic organizations made determined bids for the convention business in the hope of attracting visitors in the off-season months. By the turn of the century delegates were arriving at Atlantic City in considerable numbers. One of the earliest groups of convention delegates to visit the resort did not make their headquarters there, but went down from Philadelphia. In the summer of 1897 the Trades' League of that city, an organization of 2,000 firms, brought a series of eleven large excursions of merchants and their families to Philadelphia from all over the United States. A "liberal portion" of their time was given to Atlantic City,

in cooperation with the railroad companies.<sup>49</sup>

To meet the increasing demands and to offer facilities that would entice more meetings, the resort in 1928-1929 built Convention Hall at a cost of fifteen million dollars. The edifice covered seven acres and 40,000 could be seated in the main hall. A sheet of ice could be frozen on the floor of this hall, which was used for ice shows and ice hockey. In the fall night football games were held in the hall, which was the only full-sized indoor football field in the world. The 140,000 square feet of floor space could also be set up with hundreds of exhibit booths.

Convention Hall was a financial burden for some years. In 1949 the local paper referred to it as "Atlantic City's 'White Elephant.'" The deficit in its operating costs was subsidized by the city treasury. In the three years from 1945 to 1948 the city appropriated \$500,000 to meet the losses. By 1950, however, the building was paying its own way.<sup>50</sup> A special Convention Bureau was established to secure meetings for the city and in that year one and a half million dollars was spent by hotels and the bureau to bring visitors to the city. One of the greatest assets in attracting conventions was the great Convention Hall.<sup>51</sup>

In 1951 it was reported that the resort would play host to more than two hundred conventions during 1952, which would bring to the city a quarter of a million persons. It was expected that approximately 25,000 convention delegates would come during the last two weeks in January and the four in February, thus taking up the worst of the slack season.<sup>52</sup>

Long before the Beauty Pageant was introduced at Atlantic City, the Monmouth County shore held Baby Parades. The first of a long series was held at Asbury Park in 1890. Its origin was facetiously attributed by the local newspaper to the need for preventing congestion on the Boardwalk. In the latter 1880's mothers of

small children or groups of nursemaids were accustomed to stroll down the promenade side by side, causing a serious traffic problem on the Boardwalk, which was then less than fifteen feet wide at many points. It was hinted that the suggestion to have a baby parade was made in order to get the mothers and nurse maids in the habit of walking behind each other.<sup>53</sup>

In the first Parade, which was held on July 22nd, the Beach band accompanied the paraders and played the popular airs of the day, such as "Baby Mine," "Peek-A-Boo," and "Rock-a-Bye, Baby." The founder of the resort, Mr. Bradley, carried a big white umbrella in the march. The prize was a baby carriage, and 165 little children took part in the parade. By 1892 the affair had become so popular that 380 children participated. The Parades were held annually, with the exception of the year 1900.<sup>54</sup>

In 1902 the Parade was held on the second Saturday in August. The children who were too young to walk were drawn in carriages decorated with flowers, ribbons, and fancy papers, of every color and in all possible combinations. The older children appeared in many fancy and grotesque costumes, some riding gaily decorated bicycles, some drawing doll carriages, and others walking singly or in groups. Prizes were distributed for particular excellence or novelty in costume and decoration. By 1902 as many as 500 children were taking part in the procession, and that year every state in the Union except two was represented.<sup>55</sup>

By 1910 the Parade had become an institution. The preceding year it had been witnessed by 100,000 people. Various well-known characters were portrayed by the children, among them Little Bo-Peep, Red Ridinghood, Cupid, and Puck. There were a number of Indian groups; express wagons were disguised to illustrate allegorical ideas. In the words of the *Asbury Park Press*, "Go-carts were buried in flowers and set with infantile jewels."<sup>56</sup>



By 1912 over 6,000 spectators assembled in the arena where the final judging took place and more than 100,000 spectators watched the parade on the main avenue. By 1919 the Parade showed the influence of the motor age, for in place of the usual pony and cart given to the queen of the Baby Parade Carnival, Queen Titania, an automobile was donated. In the 1920's movie stars were invited to put in their appearance during the carnival and parade, and among those who arrived were Mary Pickford and Alice Brady.<sup>57</sup> During the depression years and in the war years of the 1940's, the Baby Parade was allowed to lapse, but it was resumed in 1946 and in 1948 the resort staged the event with a thousand dollar savings bond for the main prize.<sup>58</sup>

By this year, however, another phase of the carnival, started a few years earlier, began to command precedence and by mid-century it had swallowed up the Baby Parade. If Atlantic City could sponsor a "Miss America" contest, Asbury Park felt it could and should start a "Mrs. America" competition. In 1949 the *Asbury Park Press* gleefully quoted an editorial from a Roanoke, Virginia, paper, which stated that the Asbury Park program was of more lasting significance than the Atlantic City Beauty Pageant. However, the editorial added with real sympathy, "The husband of 'Mrs. America' becomes 'Mr. Martyr.'"<sup>59</sup>

As in the Atlantic City contest, by the end of the Forties the winner of the "Mrs. America" contest was no longer selected and judged on pulchritude alone. Home-making abilities were also included in the factors to be judged. In 1950 the prize-winner showed samples of her crocheting, won a floor-sweeping contest, and was required to cook some article of food while being observed by the judges.<sup>60</sup>

Other resorts on the shore held Baby Parades, although not always annually or for very many years. Long Branch held its first Baby Parade in 1905, with "aston-



ishing success." By 1908 it had been re-named the "Children's Parade" and at that time boasted an annual procession of more than a thousand children. The line of march ran from the corner of Ocean and Brighton Avenues along the boardwalk to Broadway. There, noted the local history, "the proud but exhausted mothers broke ranks." In the Parade were many floral floats, decorated by the gardeners of the big estates in the neighborhood. Although the parades continued for half a dozen years, they were finally discontinued in deference to the protest that the heat and excitement did the children more harm than good.<sup>61</sup>

Some of the smaller resorts along the shore started Baby Parades toward mid-century. At Somers Point, in Atlantic County, an annual Baby Parade was begun in 1947. It was held on Labor Day and sponsored by the Social Club of Somers Point. In 1951 it observed its fourth event.<sup>62</sup> Sea Isle City and Avalon had similar affairs; the one held at the latter resort in August, 1950, even imported a string band from Philadelphia, and several thousand spectators "lined the Boardwalk."<sup>63</sup> At Ocean City the event had a longer history. In 1950 that resort held its 41st Annual Baby Parade on the Boardwalk. About two hundred proud parents entered children in the contest and the event was said to have been witnessed by a throng of 30,000 to 40,000 persons.<sup>64</sup>

#### 4. *Bathing-suit regulations; the nudist camp.*

Stockings for women are not necessary, but men must have tops to their suits under penalty of \$1 fine.

(Atlantic City regulation, 1937.)<sup>65</sup>

From the very beginnings of the resorts public officials worried over what constituted proper bathing attire, and they fought a stubborn but losing battle to enforce regulations which were always behind public opinion. In 1878 the Atlantic City governing board issued an ordi-

nance making it unlawful for any person "to bathe in the surf . . . except such person be so clothed as to prevent the indecent exposure of the body."<sup>66</sup> It will be recalled from the discussion in Chapter XIX that in order to prevent "indecent exposure" at that time bathers had to be completely covered from the neck down.

Bathing costumes at the turn of the century were almost as cumbersome as they had been twenty-five years before. The women's bathing suits were shorter, and had short sleeves, but stockings were still thought necessary and only the bather's face and lower arms were exposed. During the 20th Century bathers waged a long war against regulations which attempted to control public morals by setting limits on what could be worn to bathe on public beaches.

In 1907 a Mays Landing paper remarked that women bathers were objecting to the Atlantic City ordinance which compelled them to wear "cumbersome mackintoshes" over their bathing attire when they were on their way through the streets to the beach, and they were finding a way to circumvent it. This they did by slipping skirts and shoulder capes on over their suits and taking them off on reaching the beach. "Of course," the item added primly, "this is not done openly, but there are many quiet spots under the promenade where the bathers may quickly discard their outer garments." This method of circumventing the regulations did not present any problems on the way to the beach, but when the bathers emerged from the ocean dripping wet they faced a trip home of considerable discomfort. Nevertheless they preferred it to the mackintoshes. The police frowned upon the custom, but as it was strictly within the letter of the law, they were powerless to do anything about it.<sup>67</sup>

During the first quarter of the century bathing costumes became a bit more "daring" each year. The women's skirts shrank inch by inch until they were finally discarded. The men's trouser legs grew shorter and

shorter until they were well above the knee. By 1924 local authorities decided they might as well legalize an accepted situation and at Atlantic City it was announced that "stockingless women and one-piece bathing suits" were to be allowed.<sup>68</sup>

The previous year the Atlantic City Council had felt it necessary to make another attempt to prevent "semi-clad" bathers from walking from their cottages and rooming-houses or off-the-Boardwalk hotels to the beach. A new regulation went into effect that year requiring all bathers to "cover themselves from neck to knees with additional wraps in coming to and from the strand."<sup>69</sup> It was found that this regulation, ridiculed under the name of "mackintosh ordinance," was difficult to enforce, and local organizations urged the council to let the bathers alone, saying that the law worked hardships upon visitors who came to the resort ignorant of the statute and did not have any special wrap suitable to wear to the beach.<sup>70</sup> The bathing-suit continued to be ruled off the Boardwalk, however, although in the next decade the police were baffled by the women's "play-suits," which could not be prohibited from the Boardwalk since they were not bathing-suits, but which covered little, if any, more of the wearer's anatomy than a bathing costume.<sup>71</sup>

In the second quarter of the century, the authorities faced with determination the problem presented by the new style of men bathing in topless suits. Those who wore them were called "beach nudists." In 1935 twenty-five "semi-nude men bathers" were fined one dollar each for being nude to the waist. The paper reporting the incident referred to them, with tongue in cheek, as the "Tarzans of the Beach."<sup>72</sup> The rule was not observed any better and efforts were again made by the police to "make an example" of those who flaunted it. In 1938 twenty-four beach nudists were taken to police headquarters in a drive to enforce the ban on "topless" bathing-suits. All were taken to the City Hall in the patrol



wagon and required to post five dollars bail.<sup>73</sup> In spite of every endeavor on the part of the authorities, men bathers continued to appear on the beach clad only in bathing trunks.

Other sections of the shore had similar difficulties over the topless bathing suit. At Ocean City men bathing without shirts were warned in 1939, by large printed signs which were affixed to each lifeguard lookout stand announcing "Bathing without Shirts Prohibited."<sup>74</sup> Efforts to enforce the rule continued longer there than at Atlantic City. In 1943 the Ocean City Commission was still trying to prohibit men bathers from going into the water without tops to their suits,<sup>75</sup> despite the fact that bathing trunks without tops were becoming increasingly accepted as World War II shortages of wool and other materials increased. It was not until later in the decade that topless suits were allowed there.

The citizens of Atlantic City waged a spirited campaign against the rule between 1939 and 1941. The local paper carried a headline in July, 1939, declaring "Shirtless Bathing Ban Hurts Shore Trade" and the following week came a longer headline "Hotel Men Join Fight against Ban on Tarzans, Bathers Hope to Put Shirts in Mothballs," but the vote of the City Commission was three to two to keep the ban that season.<sup>76</sup>

The efforts were renewed the following year. To publicize the issue, one City Commissioner who had voted in the minority the previous year seized the "bull by the horns" and took a dip in the ocean "sans shirt." He was not arrested. Others then followed suit. The police left them alone, but the regulation was still on the books and the agitators were not satisfied.<sup>77</sup> In 1941 the campaign came to a successful conclusion, for that season the officials decreed that topless bathing suits would be allowed at the resort.<sup>78</sup> By the late Forties bathing attire for both men and women had become so abbreviated that it did not seem likely that it could change much unless the



bathers became complete nudists. The authorities up and down the shore gave up the unequal struggle and ceased to try to dictate what could or could not be worn on the beaches.

An experiment in real nudism did begin in the Thirties in the interior of Atlantic County, away from the resort crowds. The site of the nudist colony, which in 1935 became the national headquarters of the American Sun-Bathing Association, was along the banks of the Great Egg Harbor River a few miles below Mays Landing. The Mays Landing paper was particularly interested in the proceedings and reported in its June 13th issue in 1936 that the "Sunshine Camp" was attracting many visitors. It had been established, said the paper, "by devotees of the unclad, who have ample space to roam there." Only members or invited guests were permitted in the camp. There was no local opposition to the organization, for economic reasons. "On the contrary," stated the paper hopefully, "the tradesmen report quite a little business from it and believe it may become a decided asset to this neighborhood. The plans, according to the promoters of the scheme, included several permanent buildings. The members were to be allowed to lease lots for their own private camps."<sup>9</sup>

The following month over a hundred guests were invited to visit "Sunshine Park" on the Fourth of July. The leaders explained that nudity was not obligatory at the camp. Three hours daily of complete undress was recommended, however, for health benefits. A reporter who was among the guests declared later that those who came in contact with the members found them "sound-minded (and) . . . not at all queer." The middle-aged and elderly predominated. Despite the lack of clothing, they did not seem to fear mosquitoes and flies. The members opposed the use of bathing suits, for, as the camp doctor explained. "A wet bathing suit over the abdomen is about as healthful as lying in the sun with a piece of ice

on the stomach." Strict rules were enforced in the camp and no alcoholic drinks were permitted.<sup>80</sup>

The American Sun-Bathing Association still had its headquarters at "Sunshine Park" at mid-century, but it attracted little notice. The residents of the surrounding towns almost forgot the colony was there, unless something happened to bring it immediately to their attention. One winter's day in 1951 a number of Mays Landing citizens who had planned a skating party on what was called Abbott's Cranberry Bog near the Great Egg Harbor River not far from the colony, were met on their arrival by a member. He asked the group not to remain that day as the sun-bathers were planning to skate there without clothing just at that time. The intruders willingly left the ice to any persons so hardy that they took pleasure in exposing themselves to the sun in freezing weather.<sup>81</sup>

##### 5. *Famous visitors; the tragedy of the "Morro Castle."*

On Sunday afternoon, a meeting for men only was held. The auditorium was crowded. While waiting for Billy Sunday, the man in charge introduced various delegations there and then asked what hymn they liked best. Some of the answers caused merriment. . . . The Spring Lake Firemen's favorite was "Rescue the Perishing"; . . . the Soda Water Clerks selected "There is a Fountain" and "Over the Line" was announced by the Asbury Park Fishing Club. . . . Mr. Sunday then preached his sermon on "Chickens Come Home to Roost." . . . His dramatic description of the last run of the Burlington Mail Train held all in breathless silence, while his recital of his own experience brought a responsive throb to the heart of every man.

(Contemporary account of visit of the famous evangelist, Billy Sunday, to Ocean Grove in 1916.)<sup>82</sup>

Various well-known figures visited the shore in the 20th Century, as in earlier years. Their presence caused whirls of excitement commensurate with their importance. Cape May was agog during the summer of 1900 when the Chinese Minister to Washington, his wife and

their small son spent the season there. The wife was unable to walk, because her feet had been bound when she was a child. She was wheeled about in a small roller-chair by her son and by Minister Wu during his shorter visit there. They were widely entertained.<sup>83</sup>



(Courtesy Asbury Park Press)

*President Theodore Roosevelt at Asbury Park,  
July 5, 1905*

The northern shore was excited when President Wilson made Long Branch the "summer capital" in 1916. The President occupied a palatial estate, called Shadow Lawn, which had been offered for his use by the owner, Capt. J. B. Greenhut. Wilson did not actually take a vacation from his work, as Grant had done when he spent the summer in the resort; he merely transferred his activities from Washington to the seashore. A steady stream of official visitors came to the estate.

On September first Wilson was officially informed of his renomination for the presidency and during September and October he conducted his fight for re-election



from the estate. It was a type of front-porch campaign, although it would more correctly have been called a front-lawn one, for most of the meetings were held on the large lawn in front of the mansion. Here the President stood on a raised platform and talked in a quiet conversational way to his audience. During October special days were designated for states, and supporters from these came on chartered trains to hear him. More than 3,000 persons came from Pennsylvania and other delegations arrived from states as far west as Ohio and Missouri. These were the months, prior to American entry into World War I, when the problem of our country's neutrality was foremost. It was while Wilson was occupying the estate that Theodore Roosevelt wrote a bitter poem, "The Shadows of Shadow Lawn," denouncing Wilson's conciliatory policy toward Germany's submarine activities.

On election day President and Mrs. Wilson motored to Princeton to vote, since they had kept their legal residence there. They then returned to Shadow Lawn to await the results. The news that Hughes' election had been conceded by the Democratic *New York World* was phoned to Wilson from Asbury Park that night by his secretary. The next morning, however, while Wilson was shaving in his bathroom, he learned from his daughter Margaret that his defeat had been as unreal as a bad dream. Soon a call to New York confirmed her report that he had carried California and defeated Hughes. Wilson at once left for Washington.

In 1918 the estate was bought by the president of the F. W. Woolworth Company for \$800,000. In 1927 a spectacular fire burned it to the ground, but the owner immediately built another Shadow Lawn, more magnificent than the first, with a private theatre for talkies, an indoor swimming pool, conservatories and terraced roof gardens. Once again, Shadow Lawn sported gold fittings in marble and tile bathrooms. Later, foreclosure pro-



ceedings forced the sale of the estate to clear up a \$756,000 mortgage and to protect a \$151,000 tax claim; the borough of West Long Branch acquired it. In 1939 the house was put up at public auction, but lack of bidders forced the borough to purchase it for \$100. One of the



(Courtesy F. H. Cole, Asbury Park)

*Governor Woodrow Wilson at Sea Girt upon Notification  
of his Nomination for the Presidency, July 2, 1912*

discouragements to bidders was the newspaper statement that it required ninety tons of coal a month to heat the house during the winter season. Later it became a boys' military school, and at mid-century it was a girls' preparatory school.<sup>84</sup>

The same summer that President Wilson vacationed at Long Branch, Billy Sunday, the great evangelist, visited the camp meeting at nearby Ocean Grove. He arrived on August 25th, and preached a series of stirring sermons in the big auditorium, on such topics as "The Sins of

Society," "The Lack of Vision," "What Must I Do to be Saved," "Hope," "Think on These Things," "Dr. Jekyll and Mr. Hyde," "The Unpardonable Sin," "Home," "How Shall We Escape?," and "What Shall the End Be?" During these meetings the auditorium was crowded to overflowing. Hundreds of persons unable to get seats stood several rows deep along the wall of the building and at the doors. On the first Saturday an excursion of more than 2,000 persons, mostly members of Billy Sunday's Tabernacle Choir, came from Paterson to take part in the services. On August 31st a similar delegation of thirteen carloads arrived from Philadelphia and all participated in the singing. At the final meeting 1,949 people took the evangelist by the hand and signified their determination to lead a new life.<sup>85</sup>

In 1939 the northern section of the shore was thrilled with an opportunity to see the King and Queen of England. They arrived at the Red Bank Station at seven o'clock in the morning of June 10th on their way to Fort Hancock and Sandy Hook, where they were to board a vessel which was to take them to New York for a triumphal entry at the Battery. The royal couple were greeted at nine o'clock by Governor A. Harry Moore, who mentioned that New Jersey was named after the Isle of Jersey. The King and Queen entered a closed automobile and were driven down Rumson Road to Sea Bright. Thousands of people lined the roadside and school children shouted "God Save the King!" At Rumson four hundred boys and girls were provided with printed sheets of the British national anthem, which they started to sing when the motorcade appeared, but the royal visitors had whizzed by before they had finished the first words. At Sandy Hook the party boarded a United States destroyer for New York and a tumultuous welcome.<sup>86</sup>

In the decade of the Thirties two dreadful disasters shocked residents of the shore area, particularly those

who lived in Ocean and Monmouth counties. The Naval Air Station at Lakehurst in interior Ocean County was the site of the explosion and burning of the German dirigible "Hindenburg" in May, 1937. The accompanying loss of life deeply moved the countryside. Eleven passengers and twenty-one members of the crew were killed, while twenty-eight passengers and forty-nine crewmen escaped. The huge hydrogen-filled bag blew up in flames as it touched the mooring mast at the end of its flight from Germany. As a result of this catastrophe, authorities on airships turned to the use of helium instead of hydrogen for the inflating gas.<sup>87</sup>

The Monmouth County shore was the scene of the "Morro Castle" disaster, which occurred on September 8, 1934. The 11,000 ton vessel, built in 1930, was on a voyage between Havana and New York. The captain had died of a heart attack the evening before the fire started. About 2 A. M. the ship passed Barnegat Light, thirty-five miles south of Asbury Park. Fire was discovered when the liner was off Belmar, four miles south of Asbury Park. The vessel was then from four to six miles from the shore. The first of the ship's life-boats came ashore at Spring Lake, in heavy seas. Many other passengers were brought in by fishing boats and life-saving craft. One carried seventy persons to safety. Many passengers were still on board when the Coast Guard vessel "Tampa" tried to tow the liner toward New York. The storm drove both boats close to shore and the tow-line parted. The burning liner then drifted shoreward in the face of the heavy northeast storm. "She came towards the Asbury Beach with fire belching from every porthole," stated the captain of the Asbury Park Fire Department, who was a spectator. She drifted helplessly around and soon her bow struck a protruding jetty not far from the Convention Hall. The jetty held her from striking the building, which extended two hundred feet into the sea. Huge waves splashed over the liner and the

flames on the upperdeck died. After the fire had subsided the ship was boarded and a scene of horror was found. On each deck were piles of discarded clothing, cast off by passengers as they fled the ship. Below were bodies burned beyond identification. One hundred and thirty-four lives were lost in the holocaust, and 421 were saved.<sup>88</sup>

For three months the charred hulk of the "Morro Castle" was beached in Asbury Park's front yard. By that time the city was anxious to get rid of the fire-scarred ship. A contract was awarded by the War Department to the New York Salvaging Company for \$149,000, to remove the hulk and tow it to New York. Six steel cables were used and the ship was eventually pulled off the beach by two tugs.<sup>89</sup> The cause of the fire was never fully known, despite investigations before federal grand juries. It was brought out during the inquiries, however, that many of the crew escaped in life boats and many passengers were left behind.<sup>90</sup>



## CHAPTER XXX

### OTHER SOCIAL AND ECONOMIC DEVELOPMENTS

One of the major industries of Long Beach is sport-fishing. A host of men and women come here annually to thrill at the taut line and the whirring reel, with the clean salt air in their nostrils.

(Excerpt from Long Beach, Ocean County, history.)<sup>1</sup>

The interests of the four shore counties were always wrapped up in the sea. Fishing, both sport and commercial, continued to be important in the first half of the 20th Century, as it had been in the 19th. Boating was a popular form of recreation and all sorts of sail boats were seen on the waters of the bays and inlets. There was even a little ice-boating on the rivers when the weather was cold enough. The Intracoastal Waterway, which was dredged in the early part of the period, provided a sheltered route for small craft from Bay Head to Cape May.

The sandy shores of New Jersey had always been subject to erosion by the sea, but until summer homes were built close to the ocean's edge, and jetties and piers jutted out into the water, this had not been of much concern. During these decades, however, the shore authorities began to make a full-fledged campaign against the wearing away of the beaches. Finally, and very important in helping to build a stable economy in the area, a number of industries grew up in the region. Their development was felt in the population increase during the first fifty years of the present century. These topics constitute the major movements to be investigated in this chapter.

#### 1. *Fishing, sailing, and the intracoastal waterway.*

A much-frequented spot is the famous fishing pier, at the foot of First Avenue, erected at the outlay of \$10,000. It

projects 500 feet into the ocean and attracts great throngs of anglers of both sexes and of all ages. Striped bass are plentiful and a 22 pound specimen . . . has been taken. . . . From and near this point, morning parties go by boat to the sea-bass, flounder, and porgie grounds off shore and at times fall in with a school of blue-fish. In the afternoon, a favorite diversion is sailing.

(Description of Asbury Park, written in 1902.)<sup>2</sup>

Fishing continued to be one of the main attractions of a shore vacation in this period, as it had been in the previous century. As automobiles made it possible to get to the shore in a couple of hours, one day chartered-boat fishing excursions became increasingly popular. Many shore residents made a livelihood from fishing, some by commercial fishing and others by catering to sportsmen.

In Monmouth County the fishing at Asbury Park was especially good. The Shark River in the same county was a favorite resort for boating and fishing parties; striped bass were especially plentiful there. The river also furnished fish commercially, and fish and soft shell crabs taken there were sent to the New York market. About 1900 the federal government built a jetty at the mouth of the river to protect its entrance from shifting sands.<sup>3</sup> A little further south the Manasquan River abounded in striped bass, blue fish, and weakfish, and crabs were plentiful.<sup>4</sup>

It was Ocean County, however, which was best known for fishing, and also for "gunning." The region from Point Pleasant, inland to Lakehurst, a distance of about eighteen miles, and thence southwardly to Barnegat Bay, was known as "the sportsmen's paradise." The Bay was the feeding ground for wild fowl and the pine region, with its creeks and swamps and ponds, afforded them refuge and security.<sup>5</sup>

In the latter part of the 19th Century and the early years of the 20th all the villages along the main shore of Barnegat Bay and Little Egg Harbor were hosts to

sportsmen at different seasons. Great numbers of anglers gathered at Forked River, where there were four hotels, and at Waretown and Barnegat, in each of which there were two hotels. Toms River, Manahawkin, West Creek, and Tuckerton also entertained guests who came for the fishing and gunning. From these villages hundreds of catboats took the anglers out on Barnegat Bay and Little Egg Harbor Bay. In winter, many were engaged in taking out gunners who made the mainshore towns their headquarters.<sup>6</sup>

Barnegat Bay was particularly attractive to sportsmen. In summer hundreds of little vessels scudded over its waters to the fishing grounds near the inlet. The great summer sport was weak-fishing. From one to one and three-quarters pounds in weight, they could be caught in great numbers near the mouth of the Forked River, while in Oyster Creek Channel, or in the Elbow near the Inlet, the large "tide-runners" were numerous. On a good summer day there was always a large fleet of fishing boats from Toms River, Barnegat Pier, Forked River, and Waretown anchored over these grounds. Sheepshead could be caught on Oyster Creek Channel during July and August, while many kingfish were taken from near Clam Island. In the fall striped-bass fishing was stressed, especially in the gap between Sandy and Marsh Elder Islands, and in the Marsh Elder Thoroughfare. From February, or even earlier, if the bay were clear of ice, until May, there was excellent sport fishing for flounders.<sup>7</sup>

There were many boarding-houses and small hotels which catered to sportsmen. A famous one at Forked River was the Lafayette, which was kept for many years by old Sheriff Parker, a genial and cheery host. It was famous for its good cooking, and for the variety of fish, oysters, clams, crabs, and game which the Sheriff made a point of serving.<sup>8</sup>

Many gunners made their headquarters at Barnegat



because some of the best shooting points were in its vicinity. The ducks which frequented Barnegat Bay in the early years of the century were teal, broad-bills, blacks, red-heads, whistlers, mallards, and shelldrakes. Occasionally canvas-backs strayed up from the Chesapeake. The best periods of the year for duck shooting in the area were from the middle of October to the beginning of December, and also during March and April. Brant were plentiful in the spring.<sup>9</sup> Later, the federal government established each year the season for migratory waterfowl, usually a number of weeks in November and December. In 1951, for instance, those who had purchased the federal duck stamp were entitled to hunt for ducks between November 9th and December 23rd.<sup>10</sup>

Charges were moderate for boating, fishing, and gunning on the Bay at the beginning of this period. One of the roomy, comfortable Bay catboats could be hired for \$4 a day. Bait was seventy-five cents a quart for shrimps, a dollar a dozen for soft-shell crabs. The captain provided the tackle. Four in a party was considered the limit for comfort, although the four dollars a day allowed the renter to make the party as large as he chose. Gunning was also four dollars a day, and the price covered boats and decoys. Shooting through the woods or over the meadows was two dollars a day. Row-boats ranged from nothing to twenty cents an hour.<sup>11</sup> Forked River and Waretown competed with Barnegat for the gunners' trade.

There was interest in fishing and gunning in the two southern counties, although they were never so famous for sports as Ocean and Monmouth counties. Off Atlantic City, fishermen caught weak-fish, sea bass, flounders, blue-fish, and sheepshead.<sup>12</sup>

A new form of fishing, surf casting for big game fish, was introduced at Long Beach in 1907 by a man and his wife, who waded out into the surf off Beach Haven one summer morning attired in bathing suits.

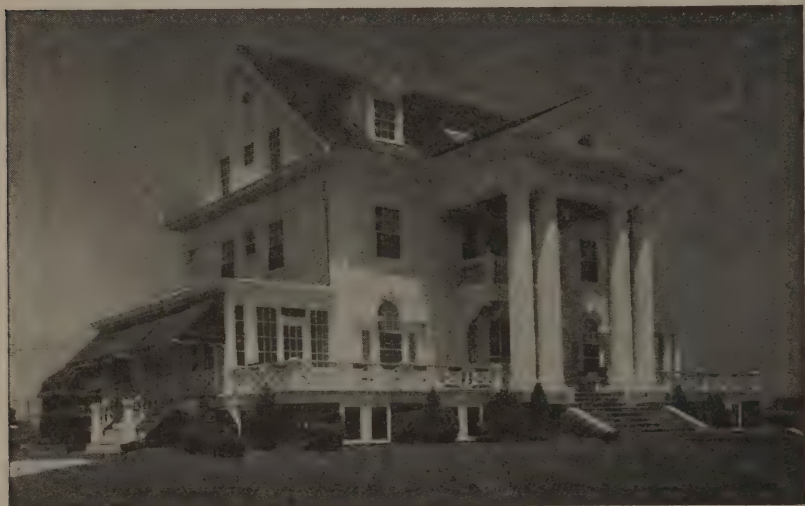


After several fine casts to seaward, the woman hooked and landed a twenty pound channel bass, and the whole community became excited over the possibilities of surf fishing.<sup>13</sup> The sport grew in popularity. In the next decade a number of places became known for especially fine surf fishing. The Asbury Park Fishing Club Yearbook for 1918 contained an article on "Taking Channel Bass," in which the author described his experiences in surf-fishing at the New Inlet in Ocean County. The spot was described as a most inconvenient place to reach. The fishing ground was located where Little Egg Harbor Bay met the Atlantic Ocean, and was absolutely desolate. It was a natural feeding ground for various species of fish, however, since all kinds of bait were carried in the rapidly swirling tide "rips." The party landed at the Inlet in the latter part of the afternoon and started to fish about dusk. After half an hour's battle one of the party landed a thirty-eight pound bass. The author fought his fish for an hour and five minutes before he landed him. The three fishermen caught in all that night eight of the fighting fish.<sup>14</sup>

Many people fished from their own boats, which included all types from rowboat to schooner to motor yacht. Others hired boats by the day or week and fished under the competent guidance of local captains who knew the waters and the best fishing grounds.<sup>15</sup> During the early years of the century the method of fishing gradually changed from the bamboo pole and drop-line to a high quality of rods and reels. Instead of the old up-and-down method of fishing, sportsmen were provided with sinkers from one-half ounce to three ounces, graduated every quarter ounce, which made it possible to feel the bottom at intervals and keep the bait in motion always, especially for the big weakfish.

One of the largest game fish caught off the Jersey coast is the tuna. In 1924 two party boats went to sea from Long Beach Island during the tuna season, which

lasts from the latter part of June to the latter part of September. They brought in about 300 fish. In 1925 four boats were specializing in tuna fishing. The boats used for deep-sea fishing off the New Jersey coast are usually about thirty-five feet long, with an eight foot



(Courtesy N. J. Council)

### *Cape May County Tuna Club*

beam. They are of the sea-skiff type, with a cabin forward, and are equipped with powerful engines. On one July day in 1933 the Beach Haven offshore fishing fleet set a record when six of the boats returned to dock with 187 tuna in their combined catch, which weighed over two tons.<sup>16</sup> The new sport continued to grow in popularity.

A fish which has figured for centuries as an important item of food in many parts of the world, but which is not generally popular in America at this time is the eel. Eels were still caught in numbers at the turn of the century, and the markets were supplied by men using eel pots. The old style pots were slightly tapering cylinders of woven oak splints, with a funnel entrance and

a splint cap fitted over the back end. There were many other ways of catching eels. Almost every man along Barnegat Bay owned an eel spear or two, with which he might catch a mess for home consumption. In the winter they used a mud spear for probing and snagging through a hole in the ice, and in the summer a sand spear for sight-hunting in shoal water. The latter was generally used at night with a "jack-light" or torch. Dredging or dragging for eels was illegal, but old dredges and drags are still found in houses along Barnegat Bay. The Shrewsbury River was formerly one of the best hunting grounds for eels, but since the strange disappearance of eel grass about 1933 few eels are caught there.

Eels are still caught and smoked in the vicinity of Sandy Hook. There are little smokehouses along the highway from Keyport to Atlantic Highlands where one can stand at a counter and enjoy a luncheon of eels and crackers.<sup>17</sup>

Another development in fishing during these years was the introduction of commercial "pound fisheries" off shore. By 1935 there were five of these off Long Beach alone, at Barnegat City, Surf City, Ship Bottom, Beach Haven Crest, and North Beach Haven. These outfits worked about twenty-five separate fish "pounds" regularly, under permits from the state. The nets were placed off-shore at approved intervals; none was farther than two nautical miles at sea. The nets were large and were supported on North Carolina hickory poles seventy to eighty feet long, which were firmly set in the ocean floor about seventy-five feet apart. The tops of the poles rose twelve feet above the surface of the water, and were marked at night with electric lights. The depth of the net depended upon the depth of the water, since it extended from the ocean floor to the surface, usually from thirty-five to fifty feet. It was from 1,500 to 1,600 feet in length.

The pound was like a two-headed spear, each point



of which entered a square pocket or trap from which there was no ready escape for the fish. When a school of fish encountered the pound on either side, they swam along it seeking a way around. When they came to its end, they found that they had unwittingly entered the heart-shaped "fore bays" of a trap. The easiest way out of this predicament led them into a worse one, from which there was small chance of escape—the square pocket at the tip end. This pocket was from forty-five to fifty feet square and had a bottom net as well as side nets. When the pound fishermen hauled this bottom net to the surface, it was often alive with fish. The catch varied with the weather and the migrations of the different species. Occasionally a pocket yielded only a few hundred pounds, but more frequently it produced from ten to sixty barrels of fish, with two hundred pounds to a barrel. The net had to be taken in every two weeks to keep it free from seaweed.

The pounds were a paradise for gulls of all species since thousands of fish were thrown into the ocean, still alive and healthy, either because there was no call for them commercially or because they were too small to be taken. The gulls perched on the poles or hovered over the boats waiting for a free meal.

A pound crew consisted of from twenty to seventy men to a fishery. The crews were mainly composed of Norwegians, Danes, and Swedes, with a few Portuguese and Austrians. Every day during the season, which ran from mid-April to mid-November, the crews slid their heavy boats down the beach on rollers and into the surf. They did not start the motor until they were far enough out to be clear of the surf. The landing was even more hazardous than the launching. A single boat sometimes brought in the fish from two or three nets and the total catch was sometimes as much as 25,000 pounds of fish. With such a heavy cargo it took master seamanship to land without disaster. The captain waited offshore until



he spied an extra large wave in the making, when he headed in, racing the motor, catching the crest of the wave, and riding high right to the sand. A heavy block on a steel wire cable was then hooked to the bow of the boat and a caterpillar tractor hauled on the cable, the shore end of which was fastened to the top of a heavily guyed pole set in the dunes high up on the beach. The boat usually rode smoothly and quickly up the beach, on rollers slipped under her. Sometimes a second large wave smashed in on the loaded boat and filled her to the gunwales with water. The boat was then so heavy that it was a hard task to handle it at all, and many a fish in the cargo would be washed back into the sea.

Varying with the season, the bulk of the catch would be made up of porgies, butterfish, shad, bluefish, cod, seabass, weakfish, croakers, flounders and mackerel. Occasionally a sturgeon or tuna would be brought in, and sometimes loggerhead turtles, green turtles, and hawksbill turtles. Part of the annual catch was bought by a refrigeration plant in Beach Haven, where the fish were cleaned, packed in metal pans, glazed with ice, and stored, to be sold and shipped a considerable distance when the market was right.<sup>18</sup>

Storms wreaked havoc with the fish pound nets. The terrific beating the shore received in the almost-hurricane-strength storm on the Saturday after Thanksgiving, 1950, proved especially hard on the pound fisheries. One newspaper claimed that owners of the fishing firms that maintained pound nets off-shore probably suffered the largest individual storm losses of all the coastline residents. At the time there were twenty-five companies in business from Sandy Hook to Beach Haven, along the Monmouth and Ocean County shoreline. After the storm the ocean bottom was littered with nets, poles, chains, and other equipment. The six companies on Long Beach Island managed to stay in business by stringent retrenchments. Before the storm the Shrewsbury Fishery at Mon-

mouth Beach, north of Long Branch, had two pound locations about a mile offshore. Each of these had five traps or sets of nets, which represented an investment of \$50,000. After the storm the owners had nothing left. Within a few months, nevertheless, the fishery had three traps operating. The smaller returns they received discouraged wider investment. It was believed that after thirty-five years of intensive fishing off the Monmouth County shore there were fewer fish left. Some maintained that the fish ran in cycles; others blamed their troubles on fishermen who dragged their nets too near shore.<sup>19</sup>

Sailing, like fishing, had long been a popular form of recreation along the shore. All sections of the coast enjoyed spring, summer, and fall sailing on the bays between the sea islands and the mainland. A number of yacht clubs had been established by 1900. One of the oldest was the Beach Haven Yacht Club on Long Beach Island, which was founded in 1880.<sup>20</sup> The Meadow Yacht Club at Sea Bright was incorporated in 1895, and by 1903 races were being held every Saturday afternoon. Two boat clubs were functioning at Red Bank by 1902. The Monmouth Boat Club, composed of Red Bank residents and summer visitors, owned a club house on the river front which was open from April to November, and also for the ice season in the winter. The other, the Red Bank Yacht Club, made up chiefly of summer residents, owned a floating club-house anchored near the Middletown shore opposite Red Bank. Its members held sailing and motor-boat races every Saturday during the summer season, with regattas on July 4th and Labor Day.<sup>21</sup> The South Shrewsbury Ice Boat and Yacht Club was organized at Long Branch in 1896 and was the first in the city. Later in the 20th Century the Shrewsbury Handicap Sailing Association, established in 1936, promoted sailboat racing on the Shrewsbury River. During its first season an average of twenty-five boats sailed in

aces every Saturday afternoon throughout the summer.<sup>22</sup>

The bays behind Long Beach in Ocean County were considered especially good for sailing, racing, or yachting in general. By 1936 there were several yacht clubs on the island. The largest was at Beach Haven, where the Little Egg Harbor Yacht Club had nearly two hundred members, mostly summer residents owning pleasure craft. These boats were of all types, from the "Barnegat sneak-box" to a seventy-foot schooner-yacht. Races were held regularly all season for all varieties. Trophies were awarded the skippers of the winning boats. A post-season regatta was held after Labor Day, to which about seventeen yacht clubs in the area were invited. The racing classes included the 11½ foot moth boats, the 12-foot sneak-boxes, the 15-foot Perrine-boats, the Class E sloops, the 25-foot one-design sloops, the Class A and B catboats, the 17-foot catboats and the international star class. Power boat races were sometimes held, usually featuring boats from fifty to a hundred and fifty horsepower. Boats from Atlantic City, Ocean City, as well as craft from Bay Head, Seaside Park, Toms River, and other points north often came to the meets.<sup>23</sup>

Ice-boating became popular in Monmouth County early in the century, especially on the North Shrewsbury River, which later became known as the Navesink. Between Red Bank and Oceanic there was a straight-away course of three miles protected from the wind and with little tide. The season for ice yachting was longer there than on the Hudson River or the northern lakes, because the fall of snow was much less.<sup>24</sup> An account written in 1902 described the extremely fast speeds attained in the sport. One ice-boat made 1½ miles in forty-five seconds, a rate of a hundred miles an hour.<sup>25</sup>

The members of the North Shrewsbury Ice-Yacht Club, which was open all winter, built and sailed ice yachts, and races were held twice a day when the ice permitted.<sup>26</sup> The Red Bank Ice Boat and Yacht Club



also sponsored ice-boat activities. In 1902 the Long Branch Ice Boat and Yacht Club was organized on what was then called the South Shrewsbury River, later the Shrewsbury River.<sup>27</sup>

The vagaries of the weather made it impossible to plan definitely for ice-boat meets, and many a season passed without any activities. The winter of 1917-1918 was one of continued cold, and for nearly a month the river was covered with ice nearly twelve inches thick.<sup>28</sup> The winter of 1927 was another especially good year for the sport. The ice-boating was very good during the cold winters of 1934 and 1935. In January, 1948, a meet of a hundred and twenty ice-boats had to be called off because of snow-drifts and high winds. In January of the following year a local paper lamented that the "Shore Ice-boaters" were "eating their hearts out" because there was no ice.<sup>29</sup>

The protected waters between the sea island and the New Jersey coast form a natural route for small craft. Today they can proceed with comparative safety along most of the Jersey shore by using the Intracoastal Waterway, which provides an inland route from Bay Head at the northern end of Barnegat Bay to Cape May, serving the Ocean, Atlantic, and Cape May County shores. It was begun by the state in 1908, and by 1915 a one hundred and eleven mile channel had been opened through the tidal bays and sounds that separated the sea islands from the mainland. The depth for most of the route was six feet, but there were many places where the water was not that deep at low tide. The route was well buoyed and marked. There were twenty-six drawbridges but amateur yachtsmen had little difficulty in navigating it.<sup>30</sup>

In the mid-twenties the state, with federal aid, extended an eight-foot channel from Bay Head into the Manasquan River Inlet. Since the southern section of the Monmouth County shore had no barrier sea islands, there was no inland waterway from this point north to



Sandy Hook, a distance of twenty-eight miles. The federal government did what it could by building two stone jetties at the ocean entrance of Barnegat Inlet and dredging a channel eight feet deep across the flats of Barnegat Bay to connect with the Intracoastal Waterway.

In the latter 1930's it was proposed to rebuild the old Delaware and Raritan Canal, and thus connect the Raritan with the Delaware, and provide a more direct route between the New York area and Delaware Bay. Such a route would by-pass the Jersey shore, and the latter area opposed the suggestion and in its place urged that a canal be built south from the Shrewsbury River to the Manasquan.

In 1942, during World War II, the federal government built the Cape May Canal from the Intracoastal Waterway into Delaware Bay, about three and a half miles above Cape May Point. This provided a safe and short route by which small craft could avoid the dangerous tide rips encountered in rounding Cape May Point. The canal was about four miles long, twelve feet deep and one hundred feet wide. In 1945 it was proposed that the federal government take over the operation of the entire Intracoastal Waterway and provide a depth for it of twelve feet, as a means of keeping small craft and barges away from possible submarine attacks on the coastal waters of the ocean.<sup>31</sup> It was not until 1950, however, that the New Jersey portion of the Intracoastal Waterway was formally handed over to the Federal Government by the state.<sup>32</sup>

In the same year the Monmouth County newspapers resumed the campaign for the construction of a fifteen mile canal between the Shrewsbury and Manasquan Rivers. It was urged that the federal government build this canal to complete the thousand miles of the intra-coastal waterway from Maine to Florida. The proposed route was from the Navesink at Red Bank up the Swimming River just west of Tinton Falls, south of Fort

Monmouth through Eatontown, and down to the Manasquan River by way of Shafto's Corners and the section between Allaire and Squankum.<sup>33</sup> In the following year it was pointed out that the building of this "missing link" on the Atlantic Inland Waterway would be an important defense project, since it could be used by the navy ammunition depot at Earle and the military facilities at Fort Monmouth. Furthermore, oil could be routed through the canal rather than be subjected to possible submarine attacks off shore, as happened in World War II.<sup>34</sup> With so many other matters of more importance for national defense, however, nothing has yet been done about the canal.

## 2. *Beach erosion; state parks on the coast.*

In recent years, 5,000 acres of New Jersey's coast have been washed away, but 3,000 acres have been built up, leaving a net loss of 2,000 acres.

(Comment in 1951 by an Atlantic City paper.)<sup>35</sup>

All authorities agree that the most important asset of the shore counties is the coastline. The shore-front recreation industry relies on this main attraction. According to estimates made in the latter 1940's, the industry was grossing over \$600,000,000 annually and was among the first three business activities in the state. The main appeal of the shore resorts is the beaches, which are dependent upon deposits of sand left there by the littoral drift of currents. Without the availability and stability of beaches, no shore-front recreation could continue to prosper. It is evident that narrow, unusable beaches and damaged, precariously-pitched dwellings and boardwalks are detrimental to continued business. An examination of any eroded beach front locality will prove the direct relationship between progressive beach erosion and gradual abandonment by the public.<sup>36</sup>

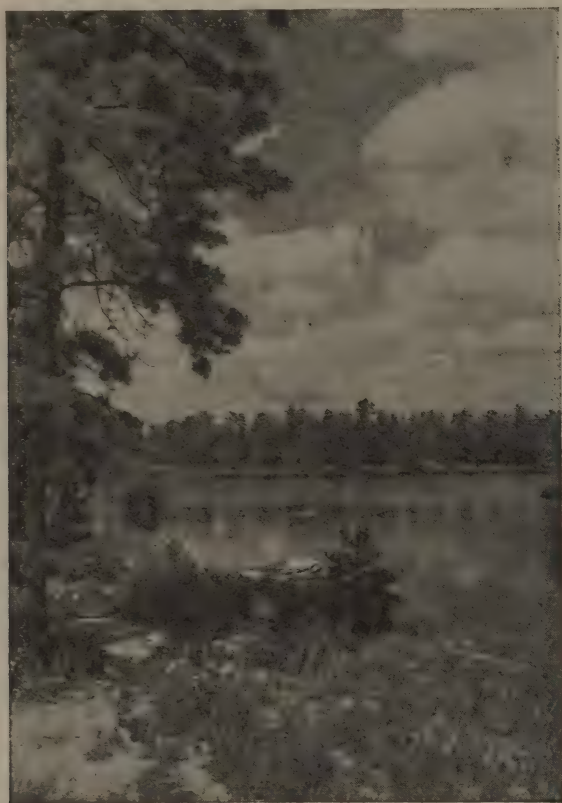
In the establishment of the various resorts along the

coast, sand dunes were levelled and the supply of sand to the beaches correspondingly diminished. During periodic storms, portions of the shore front were washed away. The erosion processes often undermined physical properties. The ocean front from Sandy Hook to Cape May, as charted by the federal Coast and Geodetic Survey over a period of many decades, has shown the erosion of some beaches and accretions on others, but on the whole there has been a small net loss each year. In some of the places surveyed, this loss has averaged more than six feet a year.<sup>37</sup>

Some locations are particularly subject to erosion. At Cape May, for instance, the old whaling village of Town Bank gradually washed completely away. Long Branch in the northern section of the shore began to feel the effects of erosion severely by the latter 19th Century. The present Ocean Avenue is the third to have been built since 1862. Each time it was moved farther inland as the ocean continued to encroach. In 1833 a half mile of beach existed east of Bluff Drive, as it was then called. By 1862 this had shrunk to 1,000 feet. By the 20th Century Ocean Avenue had to take a sharp detour inland between North Long Branch and Sea View Avenue.<sup>38</sup>

Gradually civic authorities began to realize the need for the construction of protective measures such as sand-tight jetties, sea-walls, groins, and breakwaters, all of which represented major capital expenditures, requiring state, county, and local cooperation.<sup>39</sup> The first state aid in this effort was made in 1920 when the legislature appropriated \$250,000 to aid the beach municipalities in erosion control. Other appropriations followed, and more jetties and other means of control were constructed with funds matched by localities and with some county contributions.<sup>40</sup> In 1944, the legislature passed a law permitting grants-in-aid to municipalities undertaking definite coast protection projects. The localities were eligible for the allotment of state funds up to one-half

the construction costs. During the year ending June 30, 1947, eleven projects from Sea Bright south to Cape May involved a total outlay of \$1,417,976, of which \$852,297 was paid by the state.<sup>41</sup>



(Courtesy N. J. Council)

*Lake Absegami, Bass River State Forest*

There was considerable discussion over what materials should be used in the projects. It was generally agreed that despite its greater expense, stone was best. On the eleven projects just mentioned, approximately 314,000 tons of stone were employed. Some municipalities had earlier built simple jetties of creosoted timber and steel



sheet piling, with creosoted timber planking and master piles. However, normal deterioration, coupled with heavy sea-wave attack, and, in the case of steel, abrasion by sand, made the life of this type of construction uncertain. Later the envelopment of the timber and steel jetties with large quarry stone was tried, with but fair results. Finally the decision was made to recommend jetty construction using only quarry stone.

The recommended design consisted of a center mound of small stone laid in a compact mass as a seal to prevent the movement of sand through the jetty. This center core of small stone was enveloped by large pieces weighing between two and seven tons each. In addition to this form of protection, it was declared that artificial beach filling with new sand, and dune building were also essentials for coast protection in some areas, and several municipalities began to consider such beach-filling projects.<sup>42</sup>

In addition to the efforts of the state, the shore localities themselves made determined attempts to prevent the loss of their beaches. At Ocean City in Cay May County, for instance, groins and stone jetties were constructed and by 1948 a three thousand foot jetty extending into Great Egg Harbor Inlet at the entrance of the channel was finished.<sup>43</sup> However, more construction was necessary as other sections of Ocean City's beach continued to wear away. By mid-century the resort was contemplating a special tax to underwrite the building of more jetties.<sup>44</sup>

In 1952 engineers recommended, at a total estimated cost of \$1,882,000, the lengthening of the existing stone jetties along that beach and urged a project of artificial beach reclamation by hydraulic sand pumping. In fact, that same year, the President of the United States Beach Erosion Board stated, with reference to all Jersey shore beaches, that resort communities could no longer rely on the ocean to wash up enough sand to rebuild their beaches.

According to him, the best procedure was to add "beach material by artificial means directly to the problem areas."<sup>45</sup>

Atlantic County faced the problem of erosion in the 19th Century. Between 1880 and 1910 Longport, on the southern end of Absecon Island, lost 184 acres of beach, and its first sea-wall was breached by storms.<sup>46</sup> In 1918 the resort built another sea-wall and a series of jetties, which aided in preserving the shoreline. Margate, the resort north of Longport, constructed its first jetties in 1924, and Ventnor followed. The largest amount of conservation work was centered at Atlantic City, on the northern end of the island. Following the big storms of the 1940's a number of new protective features were built. In 1950 the resort completed five timber-groins of upright piling, some of which extended seaward approximately six hundred feet,<sup>47</sup> and the same year stone rip-rapping at the Inlet was finished by the placing of nearly 8,000 tons of stone on the ocean side of the bulkhead.<sup>48</sup> In 1951 the local paper announced that \$2,200,000 had been expended in the Atlantic City area during the previous six years in the fight against erosion. This amount included funds from the locality, the county, and the state.<sup>49</sup>

Some of the resorts in Monmouth County were forced to conduct a continuous struggle against the washing away of the beaches. Much of the work centered at Long Branch, although Asbury Park, Ocean Grove and other resorts built protective jetties, bulkheads, sea-walls and groins. The sea-wall in Sea Bright proved especially effective during the hurricane of 1950. In the 1930's thirteen steel and rock jetties were constructed at Long Branch, protecting most of the beach area as far south as the Deal borough line.<sup>50</sup>

At the present time the erection of jetties seems to be the best means of curbing erosion, but the expense of building them presents a serious problem. Long Branch

became financially pressed in its endeavor to retain its beach front of four and a half miles. Between 1937 and 1949 it issued \$1,373,324 in bonds as its share toward the construction of jetties and bulkheads. The devastation caused by the 1944 hurricane showed the need for an extensive building program. By 1949 more than thirteen jetties jutted from the community's shoreline, twenty-three of which were built between 1946 and 1949, at a cost of \$1,090,000. Of this sum the city contributed \$570,000; the state \$400,000; and the county, \$120,000.<sup>51</sup>

By mid-century the resorts in the Monmouth-Ocean County area had begun to realize the value of combined effort. In 1951 fifty representatives of municipalities in the two counties organized a Shore Erosion Association, which urged the passage of a special luxury tax by the state, for financial assistance in stopping erosion. It was estimated then that a total of twelve million dollars was needed for the further control of the problem.<sup>52</sup>

Attempts to prevent beach erosion were not the only problem in the conservation of the shore. As more ocean front areas were built up with hotels and private cottages, increasingly fewer places remained for the public to go for beach outings and picnics. When the state legislators finally began to realize the need for state parks along the ocean front, it was found that little of the shore area remained open for purchase. In 1926 the legislature passed an act to provide for the location, selection, and management of lands bordering on the Atlantic Ocean for state parks, in order "to preserve and make accessible to the public the natural conditions of the virgin sand dunes of the New Jersey Coast."<sup>53</sup>

By the mid-century years a few shore parks had been created. On July 9, 1951, the state took over Barnegat Light at Barnegat Inlet, on Long Beach Island, from the federal government and set the comparatively small area up as a state park.<sup>54</sup> In 1950 negotiations were started to acquire Sandy Hook from the federal government, which



no longer felt the need to keep the coast artillery post at Fort Hancock. Tentative plans were made that year for converting the six-mile long peninsula into a development modelled after Jones Beach on Long Island, New York, with ocean and bay beaches accommodating more than 150,000 persons daily, bath-houses for 12,000, a boat basin at Spermaceti Cove to service a hundred craft, with historic sites and wildlife preserves on the northern half of the strip. It was expected that the park would become self-supporting through a Sandy Hook Authority Act, with the Authority permitted to issue bonds backed by revenue anticipation alone. It was also proposed to widen the highway from the entrance gate of the Sandy Hook reservation to the Shrewsbury River bridge approach, eliminating cross traffic at the eastern end of the Shrewsbury River bridge and making Route 36 a dual highway from its point of intersection with Route 35.<sup>55</sup>

The increasing seriousness of the Korean War and the consequently enlarged military security program forced a revision of the plans for Sandy Hook. Governor Alfred Driscoll announced on January 10, 1952, that the state had to abandon immediate plans to make Sandy Hook a state park, when federal military authorities decided to retain control of about two-thirds of the whole area. The state was to be allowed to lease and develop a middle third of the six mile strip as a shore front park. It was planned to request the legislature for an appropriation of \$500,000 for modified facilities. It was felt that the currents on the ocean side of the section allotted to the state were too treacherous to permit bathing, and therefore facilities were to be constructed only on the bay side of the peninsula.<sup>56</sup>

The largest area still left for the possible development of a state park was the southerly portion of Island Beach in Ocean County. Most of this ten mile finger of sand, less than half a mile wide, was purchased in 1926 by Henry Phipps, who made his fortune in steel as a Carne-



gie partner, and who kept the property as he had found it. Phipps died in 1930 and the heirs continued his policy.

According to an interesting description made by a visitor to the area in 1950, a high wire fence just south of the cottage colony of Seaside Park separated the section from the north. Blocking the single road that cut down through the ten mile strip was a guardhouse and a pair of manually operated crossing gates which looked like an international-border station. The road was narrow, but an improvement over the 19th Century trail that once reached down to the three Coast Guard stations and the lone fishing shack locally called the "Bed-Bug House." In the earlier days those stations on the lower part of the peninsula were reached by a hay rig, pulled by a stout team which fought its way through the sand dunes. At that time the worst parts of the trail were spread with salt hay, and the visitor who finally reached the end of the road was faced by a box, to which was attached a sign pleading for donations to provide more hay for the wheel tracks.<sup>57</sup>

The strip remained as nature had made it. The protected sides of the dunes and the swales between them were covered with beach heather. Nearer the center grew beach plums, bayberries, and cranberries. The wild sweet pea, the iris, the hedge bell, and the marsh or rose mallow, mingled with thickets of laurel, willow, oak, wild cherry, cedar and pine, and single holly trees.<sup>58</sup> Naturalists recognized the area as the home of a variegated bird life. Nature students were able to obtain permission to visit the section, armed with a pair of field glasses. There they spotted the flights of loons, egrets, herons, ducks, geese, sandpipers, black skimmers, fish crows, brants, terns, ospreys, gulls, fly-catchers, and even eagles. All found sanctuary in the strip's thickets.<sup>59</sup>

From the time of the Lenni Lenapes on sportsmen had gone to the section to fish. In fact, primitive fishing gear, such as clam crackers and stone sinkers, net weights and

spearheads, discovered in the vicinity suggested that the Indians had found this a happy hunting ground for seafood. With the exception of the oyster beds, which have nearly disappeared from the Barnegat Bay area, the ten mile strip continued to offer fishing attractions. The surf-fishing for blues, weaks, flounder, kingfish, and stripers, drew sportsmen who paid fifteen dollars a year for the privilege of crossing the guarded border and finding favorite casting spots on miles of empty beach or along the raceway at Barnegat Inlet.<sup>60</sup>

The few summer people were known as the "shackers." Some of them lived in the abandoned Coast Guard stations, among them Pearl Buck, the novelist.<sup>61</sup> Many of the shackers, or leaseholders, were descendants of the fishermen who came over the Bay and set up camps. The camps were often houseboats hauled beyond the tide mark on the bay side of the strip. The previous owner had sold leases at a rent of five dollars a year for some sixty shacks and households scattered along the peninsula. When Phipps bought the property he recognized the squatter tenants by granting them leases for ten dollars a year, but only for the land covered by their summer homes. Definite measures were taken against further invasion of the property, and by 1950 most of the seventy-eight "shacks" were in the hands of the original owners or their families. The open price for a leasehold was five hundred dollars, but none were for sale. If one of the shackers planned to have guests, he was required to make special provision for them by leaving written instructions at the gatehouse. In addition, he had to appear in person and conduct the guests back down the strip.<sup>61</sup> There were less than two dozen year round residents of the peninsula.

At mid-century the peninsula faced a new and uncertain future. It was announced by the Phipps heirs in 1950 that the area of about 2,600 acres was for sale. A real estate syndicate planning to develop it as a resort was said to have offered three million dollars for the ten-mile

projection. A group of public-minded citizens endeavored to raise two and a half million, which it was claimed the heirs were willing to accept from such a group. It was proposed to try to purchase the strip and present it to the Department of the Interior as a national park.<sup>62</sup> It proved impossible to raise a sufficient amount of money, however, and the question of future control was placed before the New Jersey legislature. In his message to that body in 1952, Governor Driscoll urged that the state find funds to procure the strip and to maintain it as a wild-life sanctuary and a last untouched section of the New Jersey shoreline.<sup>63</sup> In March, 1952, the legislature provided a fund of \$2,750,000 for the purchase of wild-life preserves, particularly along the seacoast, and negotiations were inaugurated to procure the ten-mile section of Island Beach for the state to be used partly for a wild-life preserve and partly for public recreation. In addition, \$60,000 was appropriated to procure a small plot of 45 acres to be added to the Barnegat Light Park on Long Beach Island.<sup>64</sup>

### 3. *The growth of industry.*

A resort economy can no longer be regarded as representing a stable and self-sufficing economy. Today a balance of economic interests is considered more desirable.

(Statement by a New Jersey economist, 1950.)<sup>65</sup>

As the four shore counties became more dependent on the summer trade, they realized the need for year-round industries which would give greater stability to the economic situation. The manufacturing establishments which entered the region were welcomed. While the largest number located in Monmouth County, there were a number in Atlantic County and a few in Ocean and Cape May counties.

In 1900 Cape May County reported seventy-nine



manufacturing establishments employing 473 wage earners. They put out that year products with a total value of \$736,348. According to the Census of Manufactures for 1947 the number of factories in the county had decreased to forty-seven establishments, but the number of employees had mounted to 1,380 and the value of the products made had jumped to \$5,399,000. In 1900 Ocean County had 148 factories with 380 workers and the value of the goods produced was \$796,790. The Census of Manufacturing for 1947 showed a decline in the number of establishments to seventy-five, but an increase in the number of workers to 824 and a rise in the value of the products made to \$3,568,000.

A study of the statistics yields evidences of noteworthy advances in Atlantic County, and an even larger rise in Monmouth County. In Atlantic County in 1900 there were 286 manufacturing establishments, employing 2,088 wage earners and producing \$3,114,570 worth of products in that year. In 1947 the county's industries had declined to 209, but the number of employees had increased to 6,057, and the value of products to \$11,596,000.<sup>66</sup>

In 1948 the number of persons in Atlantic County employed in manufacturing amounted to 6,360; in small services and amusements, 9,871; in wholesale and retail trade, 9,646; in transportation, 880; in communication and utilities, 1,981; in finance, insurance and real estate, 928; in construction contracting, 1,971; in mining and other activities, 48, making a total of 31,685.<sup>67</sup> However, despite the beginnings of diversification, it was estimated that some 8,000 were out of work that year in the County during the winter, although Atlantic City benefitted considerably by the large off-season business generated by the Convention Bureau.<sup>68</sup>

Furthermore, there was a lack of balance in the manufacturing industry itself. For example, a break-down of the over 6,000 workers in Atlantic County who were em-



ployed in manufacturing disclosed that half of them were engaged in the garment industry, and for the shore area as a whole there was an even greater tendency towards concentration on the needle trades. Hammonton in Atlantic County was such a case. With its immediate environs it had a population of 9,000. In 1948 its thirteen clothing factories represented the predominant employment factor in the section, but they provided work chiefly for women employees. A program for the attraction of other sources of employment for the area's male workers was needed.<sup>69</sup>

Atlantic City, the largest center of population in Atlantic County, became the center of considerable industrial activity, with the first quarter of the century the period of most marked growth. In 1900 Atlantic City reported thirty-six manufacturing establishments; by 1905, sixty-two; by 1910, ninety-four. Its number of wage earners increased from 381 in 1905 to 786 in 1910, and its value of products from \$975,000 in 1904 to \$2,260,000 in 1909. At the beginning of 1915 Atlantic City had 918 wage earners in manufacturing establishments. They had risen to 958 by the beginning of 1920, while the value of the products had mounted from \$2,971,000 in 1914 to \$6,358,000 in 1919.<sup>70</sup>

By 1930 the resort reported 65,198 inhabitants and a variable transient population of several hundred thousand. Its suburbs listed 30,031 residents, the majority of whom were dependent upon the seashore resort business for their livelihood.<sup>71</sup> At mid-century hope was expressed that with the promise of better transportation facilities, such as the Garden State Parkway, the move to decentralize industry might result in some of it coming shorewards. Plenty of space was available. Atlantic County, for instance, embraced 610 square miles, more than the combined area of industrialized Essex, Bergen, Hudson, and Union counties, yet its population by the latter 1940's was less than 135,000, which was approximately that of

the city of Trenton at that time. It had seven per cent of New Jersey's land and only three per cent of its people; it had ample water resources, a sandy soil with good drainage, good transportation facilities near the country's best markets, fine living conditions with abundant nearby recreational opportunities, all of which marked it with opportunities for development.<sup>72</sup>

Monmouth County reported the largest number of industries of any county of the shore area. In 1900 it listed 602 establishments and 3,325 wage earners, and the value of products for the year at \$6,578,956. By 1920 the wage earners had increased to 5,184 and the industrial establishments had declined to 389. The same trend was noticeable at the end of the period under investigation. In 1947 the county reported 309 establishments, employing 11,587 wage earners who produced manufactured goods valued that year at \$56,589,000.<sup>73</sup>

According to a report put out by the Board of Freeholders in the mid-twenties, the principal centers of industry in Monmouth County were Long Branch, Red Bank, Freehold, Asbury Park, Keyport, Neptune and Bradley Beach.<sup>74</sup> One regional history referred to Red Bank in 1922 as "the center of manufacturing in Monmouth County." The Sigmund Eisner Company, which made uniforms, khaki specialties and men's work clothes, organized in 1916, was employing 3,000 persons by 1921. Another important concern in Red Bank was the Marine Water Tube Boiler Company, and at Freehold the Karagheusian rug factory was expanding.<sup>75</sup>

During the 20th Century Long Branch became increasingly dependent upon its garment and clothing industry and less on its recreational and hotel income. Between 1905 and 1910 the number of manufacturing establishments there increased from twenty-six to thirty-four. The principal industry in 1905 was the harvesting of ice, with one concern employing 125 teams and eighty men on a single job. The next in importance was saw-milling,

while other industries included boat works, meat packing, candy and ice cream plants, and factories that made night-shirts and cigars. With the growth of industry there was an increase in population. By 1910 the municipality reported 13,298 inhabitants, a rise of 5,000 in a single decade.<sup>76</sup>

In the ensuing ten years more clothing concerns moved to Long Branch. The Monmouth Manufacturing Company went there from New York in 1910 and by 1940 was employing 125 workers. A. Hollander and Son was established there in 1917, engaging about five hundred people in dressing and dyeing furs. It was forced to close temporarily in 1938, but reopened in 1940. In 1919 the Samuel Rothstein Clothing Company moved to Long Branch from New York and in the 1930's was employing about a hundred workers making men's, boys' and children's apparel. This company also failed in 1938, but later reopened as the Consolidated Trouser and Sportswear Company. In nearby West Long Branch, the American Silk Mills opened a factory following World War I which had a pay-roll of four hundred workers by 1940. In that year it was the largest industry in Long Branch, drawing most of its workers from there, and producing silk textiles, ladies' underwear, pajamas, coat and suit linings, mufflers and shirts.

In the 1920's other concerns came into the city. The Monmouth Paint and Varnish Company opened in 1925, with employment varying with seasonal demands; the Pacific Overall Company moved into the city from Highlands, to the north, and by 1940 was employing seventy-five year-round workers.

In the 1930's other concerns arrived. In 1935 the United Sheeplined Clothing Company arrived from Newark and by 1940 was employing 175 people in making sheeplined garments. The Long Branch Dress Company, with a new name, came from Connecticut and by 1940 was employing fifty girls; the Kay Dunhill Frocks also



opened up a factory in the mid-1930's and by 1940 was employing nearly four hundred people through the year, manufacturing cotton and rayon house dresses. In 1936 three more clothing establishments were opened; the Trojan Company, from New York, assembled street and house dresses and bathrobes; the Rose Novelty Company made ladies' blouses; the Branch Manufacturing Company made slacks, ski suits and other women's sportswear. Each were employing from fifty to sixty workers by 1940.<sup>77</sup> The increase of these new employment opportunities was reflected in the growth of the city's population, which mounted from 8,872 in 1900 to 23,090 in 1950.

The industrial growth of Long Branch gradually outweighed the city's dependence upon the sea-shore for an income. By 1940 its population of 18,399 no longer relied mainly on the profits of the summer season. In that year the resort reported only eight hotels, employing forty-six workers, and having receipts of \$133,000 for that year. In contrast, Atlantic City the same year reported 463 hotels, employing 6,148 wage earners, and having total receipts of \$13,867,000<sup>78</sup> Long Branch no longer looked forward to next season exclusively in terms of providing amusement for the summer guest. Instead, authorities began to recognize that public schools, well-paved streets, adequate police protection, and library services were more important than the conditioning of a race track or the repair of an amusement pier.<sup>79</sup>

The industrial growth of Long Branch brought with it the complex problems of employer-employee relationships. There were repercussions when the C. I. O. launched its nationwide drive for memberships in 1937. Attempts were made to unionize the city's garment factories, since, according to the union interpretations, it had served as a refuge for runaway shops from well-organized union localities. Another effect of the movement of industry into the city was the increase in the



municipality's immigrant population. According to the 1930 census foreign-born whites totalled 3,137, seventeen per cent of the population. Of these Jews and Italians constituted the greater number, somewhat more than one-half, while native white of foreign or mixed parentages were listed at 5,806. Next to the Italians, the Russians, Germans, Irish and English constituted the largest numbers of Europeans. The Negro population was 8.7 per cent of the total.<sup>80</sup>

The depression years of the Thirties brought serious problems to the shore, the most troublesome of which was the difficulty of collecting taxes. A survey of succeeding issues of an Atlantic County paper shows how hard-pressed that county was. The January 2, 1932 issue was headlined, "Shortage of \$2,000,000 taxes due Atlantic County, Municipalities Can't Pay, Freeholders have to borrow." According to the June 25th issue of the same year, the public works program had to be halted, which, commented the paper, only "increases the Depression, . . . the workingmen need employment." By November 26, 1932, it was reported "No Pay Day Yet Sighted for County Employees, Treasury Flat as Taxes Remain Unpaid," and in the December 17th issue, 1932, came the plaint, "Pathetic Need Calls All to Help Those in Want, Many Families Face to Face with Starvation Here, Within a Stone's Throw of Those Who Are Well Fed," and on the last day of the year, December 31st came the suggestion "Closing of Schools a Year Suggested As Remedy, State Fails to Contribute, Schools are the largest single municipal expense."<sup>81</sup>

The schools did not close, but the teachers were forced to accept locally issued scrip in place of cash, a policy that was followed in many shore county localities. The scrip was put out to meet school expenses in anticipation of taxes. It bore three per cent interest. The teachers were deeply disappointed at the prospect of being paid in it, but no other way seemed open. Most of the firms

in the localities in which it was issued honored it.<sup>82</sup>

Many municipalities were forced to hold tax sales because of the uncollected taxes. At Cape May, for example, on August 26, 1933, the city sold at public auction a number of lots on the beach front and vicinity, which had been taken over for unpaid taxes. Only a few deeds were issued to the lots sold, for the municipal council declared that the prices bid were below the reasonable worth of the land. Those who bid higher prices received deeds for the lots, but the mayor failed in his attempt to convince the council members that all the lots should be deeded to buyers so that they would make building improvements and benefit the resort with paid-up taxes.<sup>83</sup>

One development during the depression years which received publicity was the establishment by the Federal Resettlement Administration on the western edge of Monmouth County of an all-Jewish community. Most of the newcomers were garment workers from Philadelphia and New York. By 1936 a hundred and twenty families were settled in cinder block houses at Jersey Homesteads at a cost of \$4,000,000. A half an acre of land was part of each home-site. A clothing factory was established there in 1939, but it went into bankruptcy the following year. It was later operated as a hat factory. By 1945 the federal government was prepared to sell the area to private individuals. Each settler was expected to pay five hundred dollars in cash for the down payment on his homestead. At that time a New York millinery concern was operating a factory there. That same year the borough's name was changed from Jersey Homesteads to Roosevelt. Its population increased but little, with 698 reported in 1940 and 720 in 1950.<sup>84</sup>

Most of the shore areas felt the depression very sharply, since they depended mainly on a non-essential business. It was not until 1935 that they began to show any positive signs of recovering from the economic collapse of 1929. Conditions improved slowly during the

latter part of the decade. The gas rationing during World War II, which kept pleasure cars off the road, resulted in better times than had been expected at the shore resorts, since they could be reached quickly by bus and train.

#### 4. *The population trend and denominational growth.*

Prosperity is on every side. Two hundred new cottages are going up in Ventnor. Several hundred lots have recently been purchased at Margate City. Over on the north side of the city, Venice Park is building up rapidly since the branch trolley was established about two years ago. On the inside waterway, which runs through the south side of Venice Park and which affords fine yachting facilities, several new boathouses are being created. . . . The auto turnpike from the mainland also facilitates travel.

(Description of growth of Atlantic City, 1911.)<sup>85</sup>

The auto, along with other 20th Century developments, brought new vigor to the shore resort trade. Wider opportunities for earning a good livelihood caused a remarkable growth in the population of the four shore counties during these years. In 1900, Atlantic County listed 46,402 people. This jumped to 71,894 in 1910, to 83,914 in 1920 and to 124,828 in 1930. The 1940 returns showed a slight decline, to 124,066, but the report for the 1950 census gave the county 132,399 residents, nearly three times as many inhabitants as in 1900.

Cape May County reported a population of 13,201 in 1900. This mounted to 19,745 in 1910, and decreased a bit to 19,460 in 1920. It jumped to 29,486 in 1930, but slipped to 28,919 in 1940. The return for 1950, however, was 37,131, also almost three times as many people as in 1900. In Monmouth County, the most populous of the four shore counties, a return of 82,057 was reported in 1900 and the increase was steady in each succeeding decade, with a report of 94,734 in 1910; 104,925 in 1920; 147,209 in 1930; 161,238 in 1940; and a listing



of 225,327 in 1950. This final figure was also nearly three times that of 1900. In Ocean County, 19,747 were listed in 1900; 21,318 in 1910; 22,155 in 1920; 33,069 in 1930; 37,706 in 1940; and 56,622 in 1950, a growth that followed a similar trend.

The 132,399 inhabitants listed for Atlantic County in 1950 was a far cry from the 8,961 reported a century previously. The other shore counties showed large rises in the past century. Cape May expanded from 6,433 in 1850 to 37,131 in 1950; Monmouth from 30,313 in 1850 to 225,327 in 1950; and Ocean from 10,032 in 1850 to 56,622 in 1950.

A study of the figures of selected municipalities in the shore counties indicates further details of the general trend for the first five decades of the 20th Century. Not all are given in this Chapter, but the returns for every minor civil division will be found in the Appendix. In Monmouth County, Asbury Park's total of 4,148 in 1900 mounted steadily through the first half of the century to 17,094 in 1950. The listing for Atlantic Highlands jumped from 1,383 in 1900 to 3,083 in 1950. Avon, which was set apart from Neptune in 1900 with a population of 322 in 1905, increased to 1,650 by 1950. Belmar, created as a borough in 1897 from Wall Township with a population of 902 in 1900, reported a big increase in the next fifty years, with a listing of 4,636 in 1950. Bradley Beach, formed as a borough from Neptune Township in 1893, counted 982 in 1900 and 3,911 in 1950. Brielle, which had not been incorporated by the turn of the century, reported 393 in 1910 and 1,328 in 1950.

The borough of Eatontown made its biggest increase between 1940 and 1950, with the expansion of Fort Monmouth and the activities of the Monmouth Racing Track. It jumped from 1,758 in 1940 to 3,040 in 1950. Fair Haven, on the environs of Red Bank, was not set apart from Shrewsbury Township until after 1910. It re-



ported 1,295 in 1920; this mounted to 3,560 in 1950. Freehold Borough, with 2,934 people in 1900, grew steadily in the 20th Century as some industrial plants came into the village. It reported a population of 7,550 in 1950. Highlands Borough, created in 1900 from Middletown Township with a population of 1,228, increased steadily to a listing of 2,959 in 1950. Howell Township expanded particularly in the second quarter of the century, with 3,146 reported in 1930; 4,039 in 1940, and a large increase to 6,696 in 1950. Keansburg Borough, formed after 1910 from Middletown and Raritan Townships, mounted from 1,321 in 1920 to 5,559 in 1950, and Keyport, with a population of 3,413 in 1900 jumped to 5,888 in 1950.

Little Silver Borough, created from Shrewsbury Township in 1926, rose from 1,109 in 1930 to 2,595 in 1950. Long Branch grew from 8,872 in 1900 to 23,090 in 1950, thanks to the development of the garment industry. Manasquan Borough, with 1,500 in 1900, rose to 3,178 by 1950; Matawan Borough, from 1,511 in 1900 to 3,739 in 1950. Middletown Township, which included the unincorporated villages of East Keansburg, Leonardo, and Port Monmouth, grew rapidly in the second quarter of the century, with returns of 9,209 in 1930; 11,018 in 1940; and 16,203 in 1950. Neptune City Borough, created in 1881 from Neptune Township, rose from 1,009 in 1900 to 3,068 in 1950. Neptune Township, which included Ocean Grove, Whitesville, West Grove and Bradley Park, increased from 10,625 in 1930 to 13,613 in 1950. Ocean Township, in which were Oakhurst and Wannamassa, showed a faster growth in the same period, with returns of 2,892 in 1930; 4,200 in 1940; and 6,734 in 1950.

Oceanport Borough, of sufficient size to be separated from Eatontown in 1927, reported 1,872 in 1930 and by 1950, with the development of Fort Monmouth and the race track, it reported 7,588. Red Bank moved ahead

in the half century, with a return of 5,428 in 1900 and 12,743 in 1950. Rumson mounted from its first report in 1910 of 1,449 to 4,044 in 1950. Shrewsbury Township's growth was especially large during World War II, with a report of 1,347 in 1940 and 5,171 in 1950. The latter figure included the unincorporated Vail Homes near Fort Monmouth. Spring Lake Borough, created in 1892 from Wall Township, reported 526 in 1900 and 2,008 in 1950. Union Beach Borough, established from Raritan Township in 1925, listed 1,893 people in 1930 and 3,636 in 1950, while Wall Township, including unincorporated West Belmar, grew rapidly in the second quarter of the century, with 3,540 listed in 1930; 4,383 in 1940; and 7,386 in 1950. Finally, West Long Branch, established in the first decade of the century, with a report of 879 in 1910, listed 2,739 in 1950.<sup>86</sup>

In Ocean County, similar developments, which in some instances were even more marked, occurred during the first half of the century. As the population grew, particularly along the immediate shore, new boroughs were created. In 1927, South Toms River was formed from Berkeley Township, and it reported 492 people in 1950. In 1920, Point Pleasant was taken from Brick Township; it reported 2,082 in 1940 and 4,009 in 1950. Point Pleasant Beach, formed into a borough, listed 2,059 in 1940 and 2,900 in 1950. Brick Township grew rapidly in the last decade of the period, from 1,376 in 1940 to 4,319 in 1950. It included Breton Woods and Osbornville. In 1921 Lakehurst was taken from part of Manchester Township and formed into a borough, with a reported population of 827 in 1940 and, with the expansion of the Naval Air Station there during World War II, a rise to 1,518 by 1950.

In the decade between 1910 and 1920, Beachwood was formed from Berkeley Township, with a population return of 650 in 1940 and 1,251 by 1950. In this same decade, Mantoloking on Island Beach was taken from

part of Brick Township, reporting a year-round population of 72 in 1950. Seaside Heights was formed from parts of Berkeley and Dover Townships, with census returns of 154 in 1920; 399 in 1930; 549 in 1940; and 862 in 1950. Ship Bottom-Beach Arlington Borough, formed in the 1920's on Long Beach Island, listed 277 in 1930; 396 in 1940; and 533 in 1950. Beach Haven Borough, on the same island, was formed in 1890 from Eaglewood Township. It returned 239 residents in 1900, which increased to 1,050 by the 1950 report. Lakewood, the resort town in the Ocean County pines, separated from Brick Township in 1892 and reported 3,094 in 1900. This mounted to 8,502 by 1940 and to 10,809 by 1950. Tuckerton's population showed little gain. Separated from Little Egg Harbor Township in 1901, it reported 1,268 in 1910; a height of 1,429 in 1930; and a return of 1,320 in 1940 and of 1,332 in 1950.

Atlantic County's total population increased in the same pattern, although certain shifts took place within the county itself, as Atlantic City's suburban movement developed at the expense of the City's own returns.<sup>87</sup> For instance, the resort, formed in 1854, reported 204 in 1855, and 27,838 by 1900. A big jump to 46,150 occurred by 1910 and this mounted to 50,707 by 1920. A height was reached in 1930, with a return of 66,198. In the two subsequent censuses, as the suburbs of the city grew, the city itself declined. In 1940, a return of 64,094 was reported; in 1950, this declined to 61,637.

Nearby localities gained consistently, however, and the total metropolitan population of the whole Atlantic City area increased. Pleasantville, which housed many of the resort's commuters, was formed as a borough in 1889 from Egg Harbor Township, with a population return of 1,808 in 1900. This increased by 1950 to 11,938, with the biggest growth occurring between 1920 and 1930, when the borough's residents more than doubled, rising from 5,887 to 11,580. The trend was



not so marked in nearby Absecon City, formed in 1902 from Absecon Township, which reported 781 in 1910; 702 in 1920, and an increase similar to that of Pleasantville in the next decade, with a return of 2,158 in 1930. After this, it grew more slowly, with a return of 2,335 in 1950. The population of Brigantine, adjacent to Atlantic City on the north, reflected the influence of its proximity to the resort. Formed in 1897, it listed only 19 permanent residents in 1900 and 67 in 1910. By 1940, this had crept up to 403. In the next decade, however, when a number of Atlantic City residents began to build homes on Brigantine Island, connected to Atlantic City by a free bridge, the number increased to 1,267 by 1950.

Directly south of Atlantic City and still on Absecon Island, were three localities closely tied to that resort's economic well-being, and served by a trolley line connecting them to Atlantic City. Ventnor, formed in 1903 from Egg Harbor Township, reported only 491 residents in 1910, which increased to 2,193 in 1920. As was true with other suburbs of Atlantic City, a large growth occurred in the following decade, with a return of 6,674 by 1930. The subsequent censuses showed still further expansion, with 7,905 reported in 1940 and 8,158 in 1950. South of Ventnor was Margate, created in 1897 from Egg Harbor Township. It reported only 69 inhabitants in 1900; 129 in 1910; and 249 in 1920. In the Twenties, however, Margate also grew rapidly and reported 2,912 in 1930, with steady increases to 3,266 in 1940 and to 4,714 in 1950. On the southern tip of Absecon Island was Longport, which separated from Egg Harbor Township in 1898. It reported only 80 people in 1900; 118 in 1910, with a drop to 100 in 1920. It increased to 288 in 1930 and by 1940 to 303 and to 618 in 1950.

On the mainland south of Pleasantville was Northfield, which separated from Egg Harbor Township in 1905. In 1910, it listed 866 people; this increased to 1,127 in 1920, jumped to 2,804 in 1930; rose slowly to 2,848



in 1940 and increased markedly to 3,498 in 1950. The population of Somers Point, on the mainland at Great Egg Harbor Inlet, was affected by the development of Ocean City in Cape May County, as well as Atlantic City, since it was connected to both by toll-free bridges. It was formed as a borough from Egg Harbor Township in 1889 and as a city in 1902. It reported a population of 308 in 1900; 491 in 1910; and 843 in 1920. It jumped to 2,073 in 1930, declined to 1,992 in 1940 and mounted to 2,480 by 1950.

In the interior of the county, three localities showed interesting trends of population. Hamilton Township, which included the unincorporated county seat of Mays Landing, reported a steady growth from 1,682 in 1900 to 2,271 in 1910 and to 2,406 in 1920; 3,193 in 1930; 3,363 in 1940; and 3,774 in 1950. In the latter year, Mays Landing itself listed a population of 1,301, which indicated the influence of the closing of the town's textile mill in the latter 1940's. For Egg Harbor City, the listing was 1,808 in 1900; 2,121 in 1910; 2,622 in 1920; 3,478 in 1930; 3,589 in 1940; and 3,838 in 1950. Hammonton, whose industrial activity in the garment field has already been mentioned in the previous section, listed a population of 3,481 in 1900. This increased to 5,088 in 1910 and went up to 6,417 in 1920 and to 7,656 in 1930. It grew slightly that decade, reporting a population of 7,668 in 1940. In the next decade came a more rapid increase, with a return of 8,411 in 1950.

The only remaining locality with any population size in interior Atlantic County was Buena Vista Township, adjacent to the Vineland area in Cumberland County. The Township reported 1,646 inhabitants in 1900. This increased greatly in the next ten years, with a return of 2,723 in 1910, despite the fact that Folsom Borough was set off from the Township in 1906. Folsom Borough reported a population of 232 in 1910 and remained approximately the same in the subsequent three censuses. Buena

Vista Township, including Landisville and the village of Buena, reported a population of 3,647 in 1920, which mounted to 4,176 in 1930, and dropped a bit to 4,067 in 1940. In 1949, Buena village was set off as a borough. In 1950, it listed a population of 2,640 while Buena Vista Township dropped to 2,106.

In Cape May County, the population growth followed similar patterns. Ocean City, the largest municipality in the county by 1950, was formed in 1897 from Upper Township and reported a population of 1,307 in 1900. This increased to 1,950 in 1910; to 2,512 in 1920; and more than doubled in the next ten years with a return of 5,525 in 1930. The Thirties marked a serious decline to 4,672 by 1940, but the 1950 count reported 6,040. Wildwood, the next largest civil division in the county, was created as a borough from Middle Township in 1897 with a population return of only 150 people in 1900. In 1910, it listed 898. In the next decade, Holly Beach joined Wildwood, and the 1920 Wildwood figure amounted to 2,790. As in the other resort municipalities, a large growth occurred in the Twenties and by 1930, Wildwood reported 5,330 people. The Thirties brought a decline, to 5,150 in 1940, but by 1950, the listing was 5,475.

The third largest area, in population, was Middle Township, which included Cape May Court House, the county seat. Its increase in the first fifty years of the 20th Century was marked with but one fluctuation. In 1900, the number of 2,191 was returned; this rose to 2,974 in 1910, declined to 2,760 in 1920; rose to 3,430 in 1930; to 3,889 in 1940; and to 4,599 in 1950. Cape May City, on the point, also grew in these years, although two reports showed a decline. Listing 2,257 in 1900, it rose to 2,471 in 1910 and to 2,999 in 1920, thanks to a certain extent to World War I activities. It dropped to 2,637 in 1930 and to 2,583 in 1940. A large increase occurred in the next ten years, when the Cape May Naval Training Station and later the Coast Guard Training Station were

busy. The returns for 1950 gave Cape May City 3,607 people.

New boroughs formed during the first fifty years of the century were evidences of further population growth. Wildwood Crest was taken in 1910 from Lower Township and reported 103 in 1910 and 1,772 in 1950. Woodbine, whose foundation was described in Chapter XXI, was taken from Dennis Township in 1903 and reported a population of 2,399 in 1910. This dropped to 1,406 in 1920, but rose to 2,164 in 1930. In 1940, 2,111 were listed and in 1950, 2,417. West Wildwood reported 178 in 1930 and 145 in 1940 and 237 in 1950. Stone Harbor listed 159 in 1920; 363 in 1930; 383 in 1940; and 670 in 1950. North Wildwood reported 833 in 1910; 807 in 1920. This jumped to 2,049 in 1930, declined to 1,921 in 1940 and mounted, mainly during World War II years, to 3,158 in 1950.

Both Sea Isle City and Avalon grew slowly. The former reported 850 in 1930; 773 in 1940; and 993 in 1950. The latter rose from 343 in 1930 to 428 in 1950. Similarly, Upper Township grew from 1,657 in 1930 to 1,675 in 1940 to 1,922 in 1950; Dennis Township increased from 1,615 in 1930 to 1,877 in 1940 to 1,981 in 1950; while Lower Township rose from 1,444 in 1930 to 1,693 in 1940. The World War II developments gave it a large increase to 2,737 in 1950.<sup>88</sup> As noted earlier, population statistics for all shore localities are given in the Appendix.

The increase in population brought about a growth in church membership for the main denominations whose origins and development have already been discussed. The Roman Catholics and the Jewish congregations increased particularly. By 1936, the date of the last available census figures at the time of writing, the Roman Catholics in Atlantic County outnumbered the next largest group, the Jewish, by more than two to one, with the Methodists, the Presbyterians, the Episcopalians, and the Baptists following in descending numbers. In the



same year, the Roman Catholics in Monmouth County outnumbered the next largest group, the Methodists, by more than two to one, with the Jewish congregations, the Episcopalians, the Presbyterians, and the Baptists following. In Ocean County that same year the Roman Catholics barely outnumbered the Methodists, with the Jews, the Presbyterians, the Episcopalians, and the Baptists following. In Cape May County, the Methodists outnumbered the Roman Catholics. The Jews, who were mostly in the Woodbine area, were third. Then came the Baptists, the Episcopalians, and the Presbyterians.<sup>89</sup>

In Monmouth County, the number of Roman Catholics grew from 10,365 in 1906 to 22,353 in 1926, and mounted to 26,640 in 1936. The Jewish congregations showed a larger percentage of growth, from 205 in 1906 to 6,695 in 1936. Most of the Protestant denominations, which became well established in the county prior to 1900, also increased in the 20th Century. The Episcopalians reported 1,722 in 1906 and 6,248 in 1936; the Presbyterians grew in the same period from 2,833 to 4,408; but the Baptists declined from 5,327 to 3,861 in the same years. The first figure, however, included Northern Baptists and National Convention Baptists; the last figure, only the Northern Baptists.<sup>90</sup>

There was less differentiation in the totals for Ocean County. The largest group, the Roman Catholics, reported 840 in 1906 and 2,942 in 1936. The second largest, the Methodists, declined from a membership of 3,439 in 1906 to 2,470 in 1936. The Jewish congregations made big increases, particularly in the Lakewood area, with a reported 25 members in 1906 and a listing of 1,760 in 1936. The Presbyterians rose from 872 to 1,235 in the same period; the Episcopalians from 553 to 1,145; and the Baptists declined from 748 to 656.

In Atlantic County, the Roman Catholics made a large growth between 1906 and 1936, with 7,153 reported on the first date and 29,209 on the last. The most marked



development in that county however, was in the size of the Jewish congregations, which rose from a reported 200 in 1906 to 13,960 in 1936. The number of Methodists mounted from 3,708 to 5,118 in the same period; the Presbyterians from 1,499 to 1,764; the Episcopalians from 1,155 to 1,667; while the totals for the Baptists declined from 2,169 to 1,253 in the same span of years.

In Cape May County, the largest proportionate increase was in the Roman Catholic listing, although the Jewish congregations followed closely behind. The latter mounted from 350 in 1906 to 2,025 in 1936, while the former rose from 341 in 1906 to 2,779 in 1936. In the same period, the Methodists grew from 2,814 to 2,929; the Baptists from 1,164 to 1,200; the Episcopalians from 145 to 883; and the Presbyterians from 553 to 699.<sup>91</sup>

In the Negro churches, the largest reports were returned by the Baptist groups. By 1926, Atlantic County listed 2,658 of that denomination; 945 for the African Methodist Episcopal church; and 203 for the African Methodist Episcopal Zion congregations. Similarly, in that year in Ocean County, the numbers were 104, 16, and 88 respectively. For Cape May County, they were 674 and 282, with none for the Zion affiliate. In Monmouth County the situation was similar. By the 1926 census, 2,427 Baptists were listed.<sup>92</sup>



## CHAPTER XXXI

### THE IMPACT OF TWO WORLD WARS

The summer season of 1918 was probably the gayest, and filled with more activity in spite of the War shadows, than any other season in its history.

(Local comment on conditions in Cape May during World War I.)<sup>1</sup>

The two world conflicts during the first half of the 20th Century brought deep repercussions to the social and economic life of the four shore counties. The influx of military personnel, the revamping of the shore hotels for use as hospitals, the close proximity of the German submarine threat immediately off-shore, the construction of new bases in each of the counties, the departure of local young men for the service, the work of civilians in defense activities—all had widespread effects on the lives of the shore people, as will be described in this concluding chapter.

#### 1. *World War I.*

During the World War the new Hotel Cape May was General Hospital Number 11, and was filled with wounded men from overseas. Camp Wissahickon was established as a Naval Base and was located between the Hospital and the Harbor. Many soldiers were in barracks. An aviation field with a huge hangar . . . (housed) a dirigible balloon.

(Description of Cape May during the first World War.)<sup>2</sup>

During the first World War Cape May County, and especially Cape May, became a scene of considerable activity. The Wissahickon Naval Training Barracks, an officer's training camp, and a naval air station were established there, and it was estimated that an average of 15,000 men were stationed in and around the resort.<sup>3</sup> Less than two weeks after war was declared in April, 1917,

a detail of about twenty men and officers were sent to the Cape to guard the radio station there and to arrange for the opening of a section base to furnish supplies for patrol boats guarding the entrance to Delaware Bay and Cold Spring Harbor. A recruiting station was opened at the same time in the municipal hall for the United States Naval Reserves.<sup>4</sup>

A large force of workmen rushed hangars, barracks and a base hospital to completion, while the Naval Reserves were put to work repairing the trolley line from Cape May to the Base. The Wissahickon Barracks were built on the Henry Ford Farm, north of Schellenger's Landing and just outside the Cape May City limits. In July work was begun on the aviation fields at the naval base, and a well-known aviator, Captain Marshall E. Reid, was chosen to take charge of the training. Cape May cooperated by furnishing water and sewage facilities for the camp, and every available source of labor in the resort and in the surrounding country was hired for the projects.<sup>5</sup>

The Wissahickon Barracks supplied men for the armed guard service on merchant and passenger vessels, for transport duty, and for the manning of submarine patrol boats which were using Cold Spring Harbor as a home port. At the end of the war, when President Wilson went to Europe on the "George Washington," the crew for that vessel was chosen from the contingent at the Barracks.<sup>6</sup>

By the summer of 1918 thousands of service men were stationed in the area. The regular summer visitors and cottagers were joined by the families and friends of the service men. The influx taxed Cape May's facilities to overflowing. Every available room was occupied by officers and their families. The hotels made valiant efforts to care for all who sought accommodations, even putting cots in the hallways. The service men were given special consideration. Local families entertained them and public



affairs of all kinds were held to afford additional recreation. Cape May officials gave Convention Pier over to the War Camp Community Service.<sup>7</sup>

The Bethlehem Steel Company established a proving grounds for shells on Delaware Bay adjacent to Cape May. The booming guns testing ammunition lent a real tinge of war to the atmosphere. The Company leased the area from Higbee's Beach to Cove Hall Creek and this was "out of bounds" during the gun firing. On one occasion at least, the rule against trespassing was ignored by two men who went hunting for a dead whale which had appeared floating off Cape May. A cottage owner who saw the mammal had offered a \$100 reward for it. The men found it stranded on the Bethlehem Steel Company's beach and risked their lives to claim it.<sup>8</sup>

Atlantic County was more deeply affected by the second World War than the first. This was especially true of the immediate shore section. Mays Landing, in the interior of the county, was the only area which witnessed unusual war activity. As early as 1915 the hard-pressed local cotton mill was bolstered by orders gained because of the lessening competition from English cotton goods.<sup>9</sup> It was the making of ammunition, however, that provided the biggest boom. In March, 1917, before American entry into the war, the Bethlehem Steel Company established a shell-making and loading plant a half-mile outside the town on the road to Tuckahoe. The company called the site Belcoville, from the first letters of the name of the concern, the Bethlehem Loading Company. Twenty thousand acres of land were purchased and \$14,000,000 was spent on the plant and on the village which housed many of the workers. At its height, 6,500 men were employed there.<sup>10</sup> Shells were made and filled with powder in the plant, and tests were made of them in the area along the Great Egg Harbor River. In December, 1917, the federal government took over the works, and war materials were stored there. After the war the plant

closed and Belcoville became a "ghost town" which by mid-20th Century had a population of from two hundred to three hundred people. In 1936 its houses were sold to private owners.<sup>11</sup>

In Ocean County two establishments of importance came into being because of the war. In 1914, just before the outbreak of war in Europe, a German company had built what was at that time the most powerful radio plant in the world, at Tuckerton, on Osborn's Island, near the site of the massacre of Pulaski's troops during the Revolutionary War, described in Chapter VIII. A corresponding plant in Germany used the station to communicate with the United States after Germany was blockaded by land and sea. The radio tower, 840 feet high, was the highest in existence at that time. It was claimed that when this station was under German control, from 1914 to 1917, messages sent from there were responsible for the assembling of a German fleet in the Pacific which fell upon and destroyed on November 1, 1914, two of a British squadron of three ships off Coronel, near the Straits of Magellan. This was prior to the destruction of the German fleet in the Battle of the Falkland Islands in December of that same year. It was also alleged that information which led to the sinking of the "Lusitania" on May 7, 1915, was relayed from this station.<sup>12</sup> When war was declared by the United States on Germany on April 6, 1917, the American Government took over the station and placed it in charge of the Navy. Marines and a naval detachment were located there during the war period.<sup>13</sup>

More important to Ocean County was the development of the Lakehurst Naval Air Base, which was of continuing significance to the shore economy. After the outbreak of the war in Europe in 1914, the Edgewood Proving Range was established on a large tract of pine-land belonging to the Manchester Land Company. This site was procured by a combination of munition manufacturers who had contracts to supply shells to the Czaristic

Russian government. Sample shells were brought there and fired. The explosions were photographed and otherwise recorded. In the spring and summer of 1918 the Chemical Warfare Branch of the United States Army took over the area and established the Lakehurst Proving Ground. The range was then used for trying out gas as a weapon, in shells and otherwise. Large herds of goats were brought there from New Mexico to be experimented upon with gas, in order to estimate the effect upon human beings. A school in gas warfare was also set up at the camp for officers. In the fall of 1918, not long before the Armistice, Camp Kendrick was established at Lakehurst on the road to Lakewood. There men were to be trained in gas warfare before being sent to France. After the Armistice, the First Gas Regiment, which had been formed from picked men in France, was brought to Camp Kendrick and demobilized.<sup>14</sup>

After the war Camp Kendrick was transferred to the Navy and Lakehurst then embarked upon a new line of activity. A Naval Air Station was built at a cost of six million dollars. The first great hangar for dirigibles was completed June 20, 1921. This was 803 feet long, 264 feet wide and 195 feet high, the largest of its kind in the country. It was erected to house the new "ZR-3" then being tried out in Germany, and also the "Shenandoah." The latter was built at the Lakehurst hangar in 1923, the first rigid airship constructed in this country. The ship was lost in 1925 in an Ohio storm.<sup>15</sup>

A mooring mast, 172 feet high, to which an airship could be fastened, was erected at one end of the field. The mast was equipped to supply airships with oil, water ballast, and gasoline for fuel. It also had an elevator to carry the crew up and down. On clear Sundays as many as five to ten thousand people visited the reservation to see the new facilities.<sup>16</sup>

As in Cape May, the resort hotels in Ocean County were in demand for hospital use. At Lakewood the War



Department took over the Lakewood Hotel, which became General Hospital Number Nine. This hospital made some of the first attempts to work out means for the rehabilitation of wounded men, and at times there were several hundred patients there.<sup>17</sup>

The most important development in Monmouth County was the establishment on May 16, 1917, about five weeks after American entry into the war, of Camp Alfred Vail as a Signal Corps center. It was constructed on the site of the old-time Monmouth racing park. Buildings and barracks were erected in May and June, and it received its first troops on July 9th. During the ensuing months many thousands of men were sent there for training. It remained Camp Alfred Vail until August 6, 1925, when the post became Fort Monmouth in honor of its proximity to the site of one of the important battles of the Revolutionary War.<sup>18</sup>

The submarine menace off the Jersey Shore during this war was not as serious as in World War II, but a number of vessels were torpedoed by German U-boats. On one occasion residents of Long Beach heard heavy firing at sea and the windows along the island shook and rattled so violently that they were in danger of breaking. News of torpedoings was suppressed by the censors, but it was known locally that an American ship was sunk by this same submarine off Atlantic City and that a five-master 2,440 ton schooner had been torpedoed off Cape May.<sup>19</sup>

The northern section of the shore also noted the presence of U-boats, which sank coast-wise vessels off Monmouth County. One U-boat was even brazen enough to shell Fort Hancock on Sandy Hook one summer evening. Shots from the vessel landed near the Coast Guard Station in that vicinity, but no damage was done.<sup>20</sup> During the summer of 1918 U-boats attacked and sank oil tankers off the shore on two different occasions. Another sea tragedy took place off Seaside Park on August 27th,



when a Navy mine sweeper was mistaken for a submarine and sunk by an armed merchant steamer at night. One of the men lost was a naval reserve from Tuckerton.<sup>21</sup>

The personnel of the Coast Guard stations along the shore led busy lives during the war. Many of the keepers of the stations were detailed for detached service in New York Harbor, to help take charge of loading explosives and ammunition on ships for France. The men in the stations along the shore were armed when on patrol and the patrol of the beach was maintained day and night, instead of at night only as in times of peace. Crews of the various stations were enlarged and special communication facilities were established. At Mantoloking Station on Island Beach, for instance, a radio compass outfit was installed. There was a similar station at Fire Island, off the Long Island shore, and by means of them ships coming into New York could plot their course into the harbor despite adverse weather conditions.<sup>22</sup>

For a large majority of shore residents civilian life in wartime was a matter of war-stamp selling activity, or putting across Liberty Loan drives. Each county and each borough and subdivision worked hard to reach its quota. In the Third Liberty Loan drive in May, 1918, Atlantic City, for instance, proudly announced that its \$2,200,000 quota had been subscribed in excess of \$770,000. The campaign came to a whirlwind finish when a breezy individual sailed into a resort hotel attired in a long ulster covered with dust and ordered a million dollars worth of bonds, using the telegraph to finance the transaction.<sup>23</sup>

War gardens were encouraged and the newspapers urged everyone to get busy.<sup>24</sup> Daylight saving time was introduced, a change which did not please the farmers. In the New Egypt section of Ocean County, where milk was shipped to the Philadelphia market, the farmers refused to get up an hour earlier to milk. When they found that the railroads had put their trains an hour ahead,

they made arrangements to send the milk out by trucks.<sup>25</sup> As in other areas, coal, gasoline, meat, bread, and sugar became scarce,<sup>26</sup> and people were urged to put in their winter's coal supply in the spring.

Military conscription affected many families. June 5, 1917, was the day for the enrollment for the selective draft, and by September many young men were off for Camp Dix.<sup>27</sup> When thirty-four draftees were sent from Mays Landing to Camp Dix on November 24th all places of business and the local industries were closed so that people might see them off.<sup>28</sup>

As in the Civil War, the shore residents saw the boys leave with sorrow. Special efforts were made to give them an appropriate send-off and some little gifts. The local chapters of the Red Cross gave comfort kits and knitted garments to each young man.<sup>29</sup> The first draftee from Ocean County, who was the first to reach the newly established Camp Dix on September 5th, received considerable publicity when a year later he was wounded in France and taken prisoner. During the night he escaped and after several days made his way back to the American lines.<sup>30</sup>

While life at the shore was greatly affected by World War I, the impact of World War II was much more serious.

## 2. *World War II.*

Seventy-three draftees left here Monday for Fort Dix. Tearful partings from their families marked their departure from the Court House. Of the seventy-three to go, fifty were of Italian descent. They left for Fort Dix in large buses and just after they had gone, an Army Band arrived. It had been sent to take part in the ceremonies.

(Item in Mays Landing newspaper, 1942.)<sup>31</sup>

All the shore counties found themselves involved in carrying on the wartime program of World War II, which was a longer and more costly conflict than the previous one. The enlistments and inductions into the

United States Army and Navy from the area between September 16, 1940 and March 31, 1947, amounted to sizeable totals. From Cape May County, 1,587 enlisted and 2,044 were inducted, a total of 3,631. Of these forty-four were killed in action, eight died of wounds, nineteen died not in battle, others were missing, making a total of seventy-six casualties. In Ocean County, 2,062 enlisted and 2,663 were inducted, a total of 4,725. Of these fifty-nine were killed in action, five died of wounds, seventeen died not in battle, and four were missing, a casualty list of eighty-five. In Atlantic County, 6,334 enlisted and 9,001 were inducted, a total of 15,335. Of these one hundred and twenty-seven were killed in action, eighteen died of wounds, seventy-eight died not in battle, and thirteen were missing, a total casualty list of 236. In Monmouth County, 8,605 enlisted and 11,246 were inducted, a total of 19,851. Of these two hundred and four were killed in action, thirty died of wounds, ninety-seven died not in battle, and twenty-four were missing, a total casualty list of 355. The individual names of those on the casualty list, by counties, are given in the Appendix.<sup>32</sup>

In Cape May County much of the pre-war and war-time activity centered around the Coast Guard Base established there following World War I, on the site of the naval training station.<sup>33</sup> Many rumors appeared in the 1930's concerning the possibility of closing the Coast Guard Air Base there. In 1935 it was reported that the base was not to be closed, since planes from it were busy patrolling the "Rum-row" that had been established by bootleggers off the shore. In September, 1937, however, the announcement was made that the Coast Guard Air Station was to be moved to Brooklyn, although four planes were to be kept at Capt May for patrol work. In April, 1938, a low point was reached, with only fourteen men and four planes remaining at the base. In November of that year authorities in Washington recommended Congressional appropriation of three million dollars for



the air station at Cape May, in preparation for adequate defense, but nothing materialized. The recommendation was increased to five million dollars a year later.<sup>34</sup>

With the war clouds drawing closer in 1940, the first step for the rehabilitation of the base was made on June 27th when Washington authorities announced that a naval air base was to be established at Cape May. The following month a preliminary sum of \$350,000 was appropriated to begin the restoration program. In August of that year the Navy Department formally took over the Coast Guard air base, and by October a concrete sea wall had been built on the reservation, which contained three hundred and fifty acres. In December another sum was set aside to continue rebuilding the base, and in February, 1941, \$200,000 was allotted for work on preparing the base for blimps.

On May 25th the base was opened for Navy personnel and the Coast Guard unit was transferred to Cape May Point. By the summer of that year preparations were afoot to remove the large hangar built during the previous World War, because it was now a hazardous obstruction to the airplane pilots using the base. In September the Naval Air Station was formally commissioned, and it operated a patrol of scouting planes. Personnel and activities mounted during the War.<sup>35</sup> In April, 1948, the Coast Guard resumed its control over the base. By 1952 an average of 1,200 men were stationed there for training.<sup>36</sup>

The activities at the base brought new people and new families to the southern part of Cape May County. The number of newcomers were increased to some extent in 1942 by the wartime construction by the federal government of the canal across the end of Cape May.

In Atlantic County an area in the pines near Mays Landing again became the site for an ammunition plant, although it was not the same location as during the first World War. Early in 1942 a tract of land about two



miles west of Mays Landing, bordering the railroad to Newfield Junction and Harding Highway, was procured by the National Fireworks Corporation of West Hanover, Massachusetts. On this the company built a two million dollar bomb plant which turned out incendiary bombs on a twenty-four hour work day. Two thousand people were employed.<sup>37</sup> The plant functioned throughout the war period, with many of the employees commuting from Atlantic City, Pleasantville, Absecon, Egg Harbor City, and other towns, as well as from Mays Landing. The plant closed after V-J Day. It had made millions of incendiary bombs, most of which had been used against Japan.<sup>38</sup> A part of the site later became an airport.<sup>39</sup>

Mays Landing industry again felt the boom caused by abnormal demands for materials. By 1942 the cotton textile mill there was proposing to start a third shift, but it postponed the effort because of difficulty in finding a labor supply. Extra men were hired to guard the mill at night against sabotage. Cotton flags, made largely under government order, were one of the products of the mill during these years.<sup>40</sup> After the war the company found itself facing increasingly serious competition, particularly from the South. In February, 1949, it was forced to close, and in 1950 it was sold to the Wheaton Glass Company of Millville. At the time of writing, plans to re-establish the local industry had not materialized.<sup>41</sup>

Of wider significance was the taking over by the federal government of many Atlantic City resort hotels during the war. Leases were signed in 1942-1943, and by the latter date the Army was occupying many hotels, including the Traymore, the Breakers, the Brighton, the Shelburne, the St. Charles, the Dennis, the Chelsea, and the Arlington, as well as others to house trainees for the Air Corps. In June, 1943, the government leased the large Convention Hall for \$75,000 a year. As facilities were constructed elsewhere for training the air corps men, plans were made in mid-1943 to give up the leases on a

number of hotels. A few were to be retained for hospital purposes. The resort was then in a quandary over its immediate future. The city was sorry to see the soldiers go, and feared a bad winter season. By August, however, thirteen hotels and the municipal auditorium had become convalescent hospitals and by October a good-sized number of veterans began arriving at other hotels to await assignment to new programs. The average stay was two weeks, and the hotels acted as rest centers. In November the first contingent for the Redistribution Station arrived at the Ambassador Hotel. By May, 1944, convalescent soldiers were assigned a special beach section in front of the Traymore.

After V-J Day there was a gradual decline in the use of the hotels. In August of that year the Hotel Dennis was freed from Army control and began to plan to get itself ready to receive civilian guests for the Christmas holidays. Many repairs and much redecoration was necessary before it could re-open, a condition which faced all the hotels taken over by the government. In October of 1945 the Athletic Field built by the government on Illinois Avenue reverted to Atlantic City, and in May, 1946, two more hotels returned to the civilian trade, the Colton Manor and the Morton. The former had been for some time the headquarters for Army nurses assigned to the England General Hospital. Before this it had been used as one of the Air Forces Replacement Centers. By the end of 1946 all the resort hotels had resumed their civilian status.<sup>42</sup>

A more permanent influence of World War II on Atlantic County was the establishment of the Atlantic City Naval Air Station at Pomona, between the Black Horse Pike and the White Horse Pike, just north of Pleasantville and Absecon. The base cost eight million dollars and included 1,300 acres of pine woods, portions of which had first been cleared by the WPA. In May, 1942, the Navy took over the area and hundreds of men

and much machinery were brought in to construct runways and buildings. By mid-October, 1943, the station was turning out pilots for the war fronts. In March, 1944, a million dollars more was appropriated for facilities for the station.<sup>43</sup>

As part of the general demobilization program after the war, plans were made to lease parts of the base to domestic airlines. Eastern Airlines signed for some of the facilities. The unsettled conditions in the world led to the reinstatement of the air base as a permanent station in 1946, and plans were made for its use as a training site with a personnel of two hundred officers and 1,400 men.<sup>44</sup> After the out-break of the Korean hostilities in 1950 facilities were expanded at the base and new accommodations were built for the Navy personnel.

The war activities in Ocean County centered around the Lakehurst Naval Air Station. In the late 1920's and early 1930's the base had been allowed to deteriorate. In 1926 Congress almost closed the station by refusing to vote for money to maintain it, but thanks to the efforts of the two New Jersey Senators, Edge and Edwards, the appropriation for its continuance was kept, though the amount was cut. In 1932 the dirigible "Akron" was stationed at Lakehurst, and later the "Macon," both of which met sudden disaster. The "Akron," larger than the "Shenandoah," cracked up in 1933, twenty miles off Barnegat Light in a violent thunderstorm. All but four of the crew of seventy-seven men were drowned.<sup>45</sup> In 1936 Lakehurst was described as "comparatively desolate" since the destruction of the Navy dirigibles "Akron" and "Macon."<sup>46</sup> New interest was taken in the station and particularly the mooring mast with the first arrival of the German airship "Hindenburg" on May 8, 1936. A year later it too was destroyed.

In February, 1941, with the threat of war coming closer, a program for the expansion of the station at a cost of \$2,450,000 was begun. At that time four blimps



were being built there. They were to be used in a training program to hunt submarines, since German submarines had made the Jersey coast the graveyard for many ships during World War I. The blimps proved a partial answer to the submarine threat. They carried depth charges and bombs and were on constant patrol and convoy duty. Under good weather conditions a submarine could be seen from a blimp to the depth of ninety feet, and the blimps could even spot submarines at night.

The Lakehurst base was greatly expanded in both area and personnel during the war. In April, 1942, an addition of 5,673 acres of land was authorized for the Naval Air Station. A comparison of the number of men stationed there shows the growth in personnel. In 1941 there were a hundred pilots in addition to the ground crews, while by 1944 there were 1,500 pilots and 3,000 crewmen.<sup>47</sup>

Activity at Lakehurst declined after the war until the outbreak of hostilities in Korea at mid-century. In 1951 three new contracts were let for rehabilitation work at the Lakehurst station and special land mats were built for blimps. The same year the world's largest blimp was tested there. Naval reserves continued to be trained at the base and a new program of helicopter training, which had been started in 1946, was augmented. Helicopter pilots were trained to pick up airmen lost on the ocean. They were used to good advantage in the Korean war, both on land and at sea.<sup>48</sup>

The blimp training was still carried on, Lakehurst being one of five naval airship stations along the Atlantic Coast. This training was especially aimed at anti-submarine exercises and general coastal patrol work. Blimps were able to hover and to cruise at slow speed back and forth over an area where a submarine was thought to be. The airships were equipped with radar, sonar buoys, and magnetic airborne detectors. The latter proved particularly useful in detecting submarines when used from blimps.



The blimps carried bombs and depth charges and were also useful in mine spotting. Some military authorities believed that when blimps of longer endurance were available, a blimp "picket line" off the coast might help protect coastal cities from possible attacks by missile-firing submarines.<sup>49</sup>

The unoccupied southern portion of Island Beach, which comprised the Phipps estate, was used in the war effort. At the beginning of the war the Navy assumed control over the peninsula and the "shackers" and most of the full-time residents were moved out. The Johns Hopkins University Applied Science Laboratory then made use of the dune-girt area for highly secret, and to some extent highly unpredictable, experiments with rockets and guided missiles. The strip was provided with an improved road nearly to the southern end of the peninsula. After the war the Navy relinquished its control and by mid-century the rocket and guided missile experiments were being conducted in areas which were more distant from centers of population.<sup>50</sup>

The main activities in Monmouth County during the war were concentrated at the Earle Ammunition Depot and at Fort Monmouth. The former employed a much smaller personnel than the latter. The site for the fourteen million dollar ammunition depot, chosen in 1943, was an 8,400 acre tract of land ten miles southeast of Red Bank. The depot was to provide ammunition storage and shipment facilities for naval units operating in the New York area. Condemnation proceedings were necessary in order to get immediate possession of the land, and a double-track railroad was built north to Leonardo, where a two-mile long deep-water pier was erected. Between twenty-five and thirty homes at Leonardo had to be moved in order to make room for the railroad and the pier. By August, 1944, the naval munitions depot was about complete. The reservation was named for Admiral Ralph Earle, Chief of the Navy's Bureau of Ordnance in World

War I. By that time the depot had been expanded to 12,000 acres, mainly in Atlantic and Shrewsbury Townships in Monmouth County. The total cost of the depot and pier was thirty million dollars. After the war the facilities were maintained but the personnel was cut considerably.<sup>51</sup>

The largest single military development in the shore counties during World War II was the expansion of Fort Monmouth near Eatontown and Long Branch. As noted earlier in the chapter, this Signal Corps training center was begun in World War I as Camp Alfred Vail, and was renamed Fort Monmouth in 1925. In July, 1935, the first radar work was started there, and later, when war seemed to threaten, the signal training facilities were enlarged. By the fall of 1941 the Fort was the second largest military establishment in the state, only Fort Dix being bigger. At that time the post was two miles long and housed approximately twelve thousand officers and men. By then it had also started a special Pigeon Breeding and Training Center, as a part of the Signal Corps work. Following Pearl Harbor a large construction program was undertaken. Included in this was the erection in Shrewsbury Township in the fall of 1942 of housing for an additional 1,500 civilian employees on the post.<sup>52</sup>

When increasing threats from the Soviet Union made the international situation tense in the late Forties, facilities at Fort Monmouth were further expanded. By 1949 the local paper called the post "the nerve center of the Signal Corps" and referred to it as a "Major Cog in Shore Economy."<sup>53</sup> By 1950 a \$650,000 field house and large gymnasium had been built there. Early in 1951 six hundred housing units were started under the Federal Housing Authority in the borough of New Shrewsbury and in nearby Eatontown, and later in the year new barracks were begun under a seven million dollar project.<sup>54</sup> The increase in the population of the surrounding area reflected the influence of the growth of Fort Monmouth.

In 1952 plans to build a \$22,000,000 Army Signal Corps research and development center were announced, and it was expected that this would consolidate all scientific work then being carried on in four separate laboratories.<sup>55</sup>

Monmouth County resort hotels, like those of Atlantic City, were taken over by the government at various times during the war. At Asbury Park, the British Navy leased the Monterey Hotel and the Berkeley-Carteret, and its Army staff, the Kingsley Arms Hotel. In May, 1942, a hotel at Shark River was taken over by the War Department as part of expanding Camp Evans, a sub-post of Fort Monmouth, for use as a radar laboratory, and in January, 1943, the United States Signal Corps leased the six-story Max Grossman Hotel at Bradley Beach.<sup>56</sup>

Submarine depredations during World War II reached more serious proportions than in World War I, and brought intensive activity on the part of the naval air patrol. Several German submarines were sunk by blimps from Lakehurst. In the summer of 1942, for instance, just north of Barnegat Inlet, a merchant ship was torpedoed and sunk in broad daylight within three miles of land. The submarine was then attacked by blimps, depth bombs were dropped, and soon patches of oil indicated a hit.<sup>57</sup> In another instance, however, a Lakehurst blimp was shot down at sea in a gun battle with a Nazi U-boat. In July, 1943, the Navy Department announced the encounter, which took place off the Jersey shore. The blimp was helium-filled, and when it was hit by the submarine, it was able to make a landing on the sea. All but one member of the crew were saved.<sup>58</sup>

The sinking of tankers off the Jersey shore caused loss of life as well as of needed supplies of oil. Two stories of the experiences of seamen appeared in an Atlantic City paper five days apart in February, 1942. The Navy reported that on February 2nd a Standard Oil tanker was torpedoed off New Jersey in daylight. Of the crew of thirty-eight men, only three survivors got ashore. The



submarine hit the ship with one torpedo at 12:45 P. M., and then fired seventeen shells into the sinking ship. It surfaced about two hundred yards from the lifeboats and looked them over carefully. "We saw eight or nine Germans on the conning tower," reported one of the survivors. Only three men lived through two days in a lifeboat in sub-zero weather.<sup>59</sup>

There were more survivors from another torpedoed tanker, named the "India Arrow." Twelve men escaped when the vessel was sunk off the Jersey coast on February 7th. As described by one of the survivors, "The tanker keeled over after the torpedoing and nine men were brought aboard my lifeboat. All looked alike, covered with oil. We drifted clear as the oil on the surface caught on fire. We were only about 300 feet from the tanker when the sub started to shell it. I could see the conning tower illuminated from the flaming surface of the sea. . . . We could hear the screams of the men in the water and their cries for help but we could not see them. . . . We could see the coast to the west and started toward there by oar. . . . It was tough going." Flares were sent up from the lifeboats. Half a dozen ships were sighted by the men in the lifeboats, but they changed their course at once to avoid any lurking submarine. The men then hoped that a patrol plane would rescue them, but none came. The next night they again sighted ships but could not attract them. Along towards morning they made out another boat in the fog and shot off two more flares. This boat, a fishing vessel, hove to and brought them ashore. This sinking brought the total number of vessels lost off the Atlantic coast between January 12th and February 12th up to twenty-four.<sup>60</sup>

As oil deposits from the sunken tankers were driven ashore, many beaches became covered with thick black oil. In June, 1942, six Monmouth County shore towns appealed to state and federal authorities to help remove this oil scum. Local units had done everything they could.



Several different experiments were made but only two seemed feasible: carting away or burying the deposit. If it was dumped back into the sea it was only deposited on some other beach. It was learned that solidified oil and tar could be shovelled up and carted away, and that whatever could not be removed in this manner could be buried. The State Highway Department provided a trench digger. Other debris brought in with the oil was burned. By July 2nd the greater part of the oil had been cleared away from most of the Jersey beaches.<sup>61</sup>

As destruction by submarines grew worse, it became evident that when ships at sea were silhouetted against beachfront lights they made easy prey for the U-Boats. In March, 1942, the Army ordered a permanent coastal "dim-out" in an attempt to halt the sinking of ships off the Jersey beaches. Lights along the beach were shaded in such a way as to prevent the beams from showing on the seaward side, yet give a little light on the dimmed-out beach area. Special black-out curtains were sold in the beach towns, and automobiles were not allowed to use their full lights.<sup>62</sup> At Asbury Park a special kind of dim-out blind was put on the windows of the bar at the Berkeley-Carteret Hotel.<sup>63</sup> By November of that year the submarine threats were more under control, and the Army ended the "dim-out." Automobiles were allowed to go back to the pre-war use of lights. The dim-out was superseded by a voluntary "brown out," to conserve electrical energy. Asbury Park made plans to take down its \$20,000 dim-out screen along the Boardwalk. Army and Navy authorities were quick to explain that should the submarine menace return, it would be necessary to adopt the dim-out measures again, but this did not happen.<sup>64</sup>

In the Monmouth County shore area the first official blackout test against possible air-raids was ordered on February 28, 1942. Sixty-three municipalities were under orders, and Fort Monmouth and Fort Hancock (Sandy

Hook) officers cooperated. Lights were temporarily extinguished from every house, store, roadstand, service station, and lighted billboard. Under the check of air-raid wardens, all cars pulled to the side of the highway and put out their lights.<sup>65</sup> All the shore communities had a number of black-outs during the war.

Civilian life was deeply affected by wartime activities, in addition to the phases already discussed. Red Cross courses were instituted. One began at Shrewsbury the day after Pearl Harbor. Local defense councils were formed months before Pearl Harbor. Fear of air-raids by the Nazis intensified precautionary measures after the war began. Air raid drills were held in the schools.<sup>66</sup> Sand was distributed to homes in many communities to be used in extinguishing fires in event of an air raid.<sup>67</sup>

In April, 1942, the Monmouth County Board of Realtors made determined attacks against rumors tending to discourage vacationists from visiting the shore that summer. "The shore," stated the Board, "is as safe as if not safer than the industrial areas along the seaboard. . . . The Shore," they concluded hopefully, "should prove a Mecca for the weary war-workers."<sup>68</sup>

The season proved prosperous. There was a great deal of money in circulation, and bus and train connections with the cities took up the slack caused by gas rationing. Close proximity to training camps proved an impetus to business. Belmar was near Camp Evans; Sea Girt found its State Guard camp being used as an Induction Center for Fort Monmouth; special maneuvers were held at Fort Hancock on Sandy Hook; Atlantic City had the Air Corps Cadets, and later replacement centers and military hospitals; and Cape May had its Naval Air Base.<sup>69</sup>

At least one locality proudly issued a special booklet on the civilian activities carried on there in wartime. The home front was important. "In little communities like Neptune City there has been no shirking of duties. . . . In a dozen ways, the civilian too has taken up arms

against the foe." Two types of work were done. The first included the emergency jobs in case of air raids, which included the enforcement of the dim-out and black-out rules. Then there were non-emergency jobs, which included salvage campaigns, war gardening, Ration Board work, and Red Cross work.<sup>70</sup>

The end of the war in Europe caused no great rejoicing. V-E Day was taken soberly, for everyone realized that the war was not ended. Bars did little business. In a few communities the schools closed in mid-morning and mill hands took the day off, but there was no real celebration.<sup>71</sup> On V-J Day, however, the celebrating was noisy and widespread. Reported the *Asbury Park Press* on August 15, 1945, "An exultant shore took a holiday today. . . . A few minutes after seven last night came the news of the Japanese surrender. . . . The celebration went on and on into the hours just before dawn. It was a night that will never be forgotten. . . . The siren went off at 7:05. . . . Confetti rained on the principal streets of Monmouth and Ocean County towns, fire signals shrieked hour after hour, impromptu motorcades playing a delirious accompaniment with horns and tin cans sped through every street. Hands were wrung until arms ached. . . . Kisses were free."<sup>72</sup>

The shore survived the pressures of two World Wars without serious economic dislocations, and in 1945 the future seemed free from warlike programs. Within five years, however, new threats loomed on the horizon and military installations in the four shore counties again embarked on programs of expansion. The description of the impact of the Atomic Age on the shore area is left to be written by future historians of the region.





## EPILOGUE

There will be a new look to much of New Jersey's 120-mile coastline . . . this summer (1950). The refurbishing of hotels inside and out, the widening of bathing beaches, the building of new out-door salt-water pools and of new Ocean-front hotels are the results of "progress programs" instituted by many seashore municipalities.

(Press release appearing in the resort section of the "New York Times," May, 1950.)<sup>1</sup>

At the middle of the 20th Century, the Jersey shore was all ready for another "record-breaking" summer of activity. To stimulate early season attendance by vacationers in May and June, resort officials planned special events. It was announced that Atlantic City promised a "colorful ceremony" for the "Official Opening of the Atlantic Ocean" on May 30th of that year, and in June, the "Flower Mart" would be held on the Boardwalk, and later that month, some pretty girl was to be chosen "Miss National Press Photographer" there at a convention.

Early season programs for Asbury Park included plans for the third annual "Salute to the States," when soldiers from nearby Fort Monmouth were to raise the flags of the forty-eight states in ceremonies on the local Boardwalk. In mid-June the National Marbles Tournament was to be held there, while early July would be marked by the formal opening of a new \$150,000 outdoor, beach-front swimming pool; and during the same week, at another leading Monmouth County resort, Long Branch, a new 100-room hotel directly on the beach was to open in the West End section.

In Cape May County, at the headquarters for deep-sea fishing in Wildwood's Otten Harbor, improvements which had cost \$85,000 were to be used for the first time, while the new Rio Grande Avenue drawbridge at Wildwood was to be dedicated on the Fourth of July by Gov-

ernor Driscoll. In the northeastern part of the county, Ocean City promised a "summer-long program of public music by a twenty-piece orchestra" and its "rent-a-bike" stands offered a "wide range of models including tandems for hundreds of cyclists on the Boardwalk in the early part of the season."<sup>2</sup>

Fishing, boating, and crabbing would continue to draw thousands of visitors to the Highlands, to the Navesink and the Shrewsbury Rivers, to Shark River, Manasquan, and Point Pleasant, and to the other resorts to the south. The Atlantic City area was dotted with party-fishing boat basins, the objective of vacationists year after year. The cost to an individual fisherman for a day's boat trip was as low as \$3.50, "including bait." For from forty dollars up, a party of six or eight could charter a boat, complete with a "captain" who knew the fishing grounds. On the many inlets and river mouths, rowboats could be rented by the day from \$1.50 up on week-days and \$2 on Sundays. An outboard motor brought the cost up to \$5 a day.<sup>3</sup>

In the three centuries following the establishment of settlements, the shore counties had felt the effects of the beginnings of trade and industry and the increasing uses of the products of the sea. They had developed deeper roots with the introduction of established religion. They had survived the vicissitudes of the Revolutionary War and the unfortunate effects of the civil strife of these years. They had witnessed the population rise in the mainland villages and the appearance of the first stagecoaches and the first summer visitors during the era of the boarding-houses.

The shore counties had watched with keen gratification the advent of the first railroads, which brought thousands of vacationers to stimulate the expansion of the resorts, the building of new homes in the interior, and the development of specialty crops in agriculture. The region had marked the passing of the horse-and-buggy

civilization with the coming of the automobile and the truck, with their concomitant influences. The area had survived the impact of two World Wars.

By the latter 1940's, the economic significance of the shore resort business had become particularly impressive. In fact, one economist declared that the growth of this industry had been "one of the brightest chapters in New Jersey history."<sup>4</sup> This was reflected in the census returns. By 1948, Atlantic County listed 885 eating and drinking establishments which reported total annual receipts of \$30,569,000 and employed 3,718 persons. These figures were so out of proportion to the needs of the permanent population that much of the income must be attributed to the large influx of holiday sojourners. The other shore counties were in the same category. Monmouth County, for instance, reported that year 911 eating and drinking places, with a total annual income of \$27,918,000 and an employment of 2,515 persons.<sup>5</sup>

Similarly, the hotel business by 1948 had reached high levels. Although not all owners sent in data for the census, the 348 establishments in Atlantic County which did report declared annual receipts totaling \$38,192,000. Likewise, the Monmouth County figures were high. With 272 hotels reporting, an annual gross income of \$11,463,000 was declared. Ocean County, with 134 places reporting, indicated an income of \$5,854,000, and Cape May County, with 112 reporting, an income of \$3,407,000.<sup>6</sup>

At mid-century, the region faced the years to come with confidence. Any discussion of that period, however, must be approached with caution. Since it is the primary function of the professional historian to explain how the present came to be what it is, it is not within his province to climb out on the limb of the future. A number of individuals who were not thus hampered, nevertheless, have given their ideas of what might happen. In 1931, one optimistic writer declared that by 1981 Atlantic City would be "but ten minutes from Philadelphia by air"



and the Boardwalk would be made of "semi-rubber composition" defying weather and wear, and "resilient to walk upon." By that time, the rolling-chairs, all "motor-driven," would "glide noiselessly along a special lane raised eight or ten feet over the shoreward end of the walk, giving passengers a clear view of the shops and of the ocean." Even ocean bathing would be modified by 1981. Each bathing beach would "form a gigantic swimming pool," with an "anchored sea wall about 300 feet from shore" that would "allow the entrance of the incoming wave but prevent the back-wash from becoming a menace."<sup>7</sup>

It is generally agreed by authorities, however, that the trends which were observable in the first half of the 20th Century would persist in the next. The surge of new residential construction since the end of World War II was especially noticeable by 1950 and it seemed that gradually this would alter the character of many shore communities. For some of them, this tendency might be called the beginning of a transformation from primarily summer vacation colonies to communities organized for year-round living. In both Monmouth and Atlantic Counties, post-war residential building in the resort areas consisted largely of dwellings which were occupied throughout the year. New construction in Ocean County, on the other hand, was mainly of dwellings built for summer occupancy only.<sup>8</sup>

Other factors gave promise of future growth. The development at mid-century along the whole Delaware River frontage of new industries, from steel mills to oil refineries, would lead thousands of new workers and their families to seek the recreational advantages of the nearby shore communities. With improved express highways, a proportion of these newcomers would find it convenient to commute from the shore to work.<sup>9</sup> The construction of the Garden State Parkway, connecting the metropolitan areas of northern New Jersey with the coast, would bring



thousands more from those areas into closer communication with the shore.

The main attraction of the Jersey coast would always be the sea. "Sea-bathing" would still "stir the torpid liver" and "scatter tingling sensations of pleasure over the frame"; the surf would still "lubricate the joints like oil" and "grave men" would continue to "fling out their limbs like colts in pasture . . . (and) dignified women . . . sport like girls at recess."<sup>10</sup>

At the beginning of the 20th Century, one regional historian declared, "The people of the Jersey shore . . . are rearing today a generation which, in its own time, will doubtless be called upon . . . to confront obstacles and conquer success after the manner of those who have gone before them."<sup>11</sup> By 1950, a new generation was ready to say the same thing to the young people about to enter the Atomic Age.



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## FOOTNOTES

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## FOOTNOTES

### CHAPTER XX—FOOTNOTES

- 1 Emma B. Aldrich letter, written to *Cape May Gazette*, Cape May Court House, April 27, 1917, on occasion of a recruiting rally for World War I.
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- 6 *Ibid.*, issue for August 15, 1904.
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- 13 Charles Macauley, "Genesis of the United States Life-Saving Service," *New Jersey Historical Society Proceedings*, Vol. 55 (1937), p. 21 *et seq.*; Nelson, *op. cit.*, Vol. I, p. 470 *et. seq.*; Nash, *op. cit.*, p. 117.
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- 31 William Stackhouse in *Salem Standard and Jerseyman*, July 21, 1932.
- 32 Logan, *loc. cit.*
- 33 Letter to Woodbury Constitution, March 15, 1882.
- 34 Stackhouse, *loc. cit.*
- 35 Richard Minch recollections, *Bridgeton Evening News*. Clipping published in the 1920's, in Cora June Sheppard (Shiloh, N. J.), Scrapbook No. 9.
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- 39 *Ibid.*, issue for Feb. 25, 1852.
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- 51 Bureau of the Census, *Religious Bodies*, 1906, Part II, p. 339.
- 52 Alexander McLean, ed., *Penuel or Face to Face with God* (New York, 1869), pp. 150-151.
- 53 Alexander C. Graw, *Life of Rev. J. B. Graw* (Camden, 1901), pp. 324-325.
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- 63 William Stackhouse, recollections of Harmersville store in the 1860's, published in *Salem Standard and Jerseyman*, August 27, 1931.
- 64 *Woodbury Constitution* editorial, March 16, 1870.
- 65 Wamsley, *op. cit.*, p. 49.
- 66 Excerpt from Emma B. Aldrich letter, *op. cit.*
- 67 Joseph Sickler, *History of Salem* (Salem, 1937), p. 47. See also *National Standard and Salem County Advertiser*, May 13, 1863;

- July 15, 1863; and August 10, 1864. In County Clerk's Office, Salem.
- 68 Woodstown letter to *National Standard and Salem County Advertiser*, August 20, 1862, p. 2.
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## CHAPTER XXI—FOOTNOTES

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  - 18 Nelson, *op. cit.*, Vol. II, p. 36; State Board of Agriculture, *Report for 1903-1904*, p. 387.
  - 19 *Golden Jubilee Booklet* (1905), p. 109; *Atlantic City Press*, March 7, 1937.
  - 20 Interview of writer with Conrad Theis, Egg Harbor City, August, 1939.
  - 21 Hall, *op. cit.*, p. 131.
  - 22 When the German element became predominant in what was then called "Long-a-Coming," in Camden County, the name was changed to "Berlin." This even survived the wave of anti-German feeling which rose during World War I. See Charles L. McKeone, *Out of the Pepper Pot* (Camden, 1922), p. 4.
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  - 24 Hall, *op. cit.*, p. 113.
  - 25 *Ibid.*, p. 69.
  - 26 Theo. G. Bieling, *Hammonton Pine Barrens and Their Influence on Disease*, undated pamphlet in Vineland Historical Society Library, p. 3 *et seq.*
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  - 28 *National Standard and Salem County Advertiser*, May 2, 1866.
  - 29 *Woodbury Constitution*, May 8, 1872.
  - 30 *Census of 1900, Population; Census of 1930, Population*.
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- 58 Robinson, *op. cit.*, p. 68.
- 59 Sabsovich, *op. cit.*, p. 98.
- 60 Robinson, *op. cit.*, p. 68.

- 61 Sabsovich, *op. cit.*, p. 98.
- 62 *Census of 1900, Supplementary Analysis* (1900), p. 1,109.
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- 64 *Philadelphia Record*, February 1, 1907, dispatch from Bridgeton written by Cora June Sheppard of Shiloh.
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- 69 William Fischer, *Biographical Cyclopaedia of Ocean County* (Philadelphia, 1899), p. 213.
- 70 Nelson, *op. cit.*, Vol. II, p. 30.
- 71 Kobbé, *op. cit.*, pp. 86-90.
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- 76 Ellis, *op. cit.*, p. 812; *Compendium*, p. 30.
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#### CHAPTER XXII—FOOTNOTES

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- 3 Alvin T. M. Lee, Paisley, *the Magic City, a Land Development Scheme in the New Jersey Pine Area* (New Brunswick, 1939), p. 3.
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- 177, quoted in Harshberger, *The Vegetation of the Pine Barrens* (Philadelphia, 1916), p. 12.
- 5 Harshberger, *op. cit.*, p. 12. An account of a wagon trip from Tuckerton in southern Ocean County to Atsion, in Burlington County, made July 3 to July 5, 1899 notes "mile after mile of oak and pine barrens were passed without the sign of human habitation. . . . When five miles were registered, we came to the spot which is marked upon the maps as Munyon Field. Here in earlier times had been a house and a family had lived here. . . . Now no vestige of human occupation remains save a little clearing which is rapidly filling up with wildings from the surrounding forest." See Stone, *loc. cit.*, p. 61.
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  - 13 C. C. Vermeule, "Report on Forests," *Report of the State Geologist*, 1899, p. 129.
  - 14 Stone, *loc. cit.*, p. 67, quoting from account of trip made June 17-22, 1901, by H. L. Coggins.
  - 15 *Ibid.*, p. 71, quoting report of Gifford Pinchot.
  - 16 Gifford, *loc. cit.*, p. 247.
  - 17 Vermeule, *loc. cit.*, (*Report of State Geologist*, 1899), p. 129.
  - 18 *National Standard and Salem County Advertiser*, July 27, 1864, p. 2.
  - 19 Wm. Fischer, *Biographical Cyclopaedia of Ocean County* (Philadelphia, 1899), p. 221.
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- 22 "More than half of the timbered portion of Little Egg Harbor is burnt and a portion of the townships of Bass River and of Stafford in Ocean County." *National Standard and Salem County Advertiser*, June 6, 1866, p. 2.
- 23 *Woodbury Constitution*, May 15, 1872, dispatch from Mays Landing, Atlantic County, a few miles west of Pomona. In 1870-1871, nearly the whole wooded portion of Bass River Township was burned over. In 1885, approximately 75 square miles north of Barnegat in Ocean County was burned. Vermeule, *loc. cit.*, p. 100.
- 24 *Woodbury Constitution*, April 21, 1880. Three separate Atlantic County fires were chronicled in this issue. One, near Buena Vista, started from "the extreme negligence of a person who was burning brush." This destroyed the best portion of the Anna Colwell tract. The second started near Elwood and swept toward Batsto and Crowleystown, burning 4,000 acres.
- 25 *Ibid.*, May 26, 1880, issue. 125,000 acres were devastated in Atlantic County and the gross loss was estimated at nearly \$720,000. Five thousand acres of farm lands, 8,000 of cranberry bogs and 6,000 of vineyards, were swept over. One hundred houses were also burned. (See also, *Camden Daily Post*, May 19, 1880.)
- 26 Fischer, *op. cit.*, p. 221.
- 27 Vermeule, *loc. cit.* (1899), p. 101. For example of the railroad as a cause for forest fire, see F. W. Bowen, *History of Port Elizabeth, New Jersey* (Philadelphia, 1885), pp. 40-41.
- 28 State Board of Agriculture, *Report for 1900-1901*, p. 333. The Atlantic County Board of Agriculture reported that extended forest fires were "steadily raging from early until late in the year and were very devastating in their nature. . . . It would be a worthy scheme for our legislators to enact laws for the better suppression and prevention of forest fires."
- 29 Vermeule, *loc. cit.*, p. 39.
- 30 *Ibid.*, p. 106.
- 31 Historical Records Survey, *Colporteur Records of the American Tract Society, 1841-1846* (Newark, 1940), p. 81. Report of G. W. Newell, dated Mar. 17, 1846.
- 32 *Salem Standard and Jerseyman*, Oct. 5, 1933, reprint of article appearing in *Salem Messenger and Public Advertiser*, July 28, 1824, which had originally appeared in the *Hampshire Gazette*. The article was written by Mr. Talbert.
- 33 Historical Records Survey, *op. cit.*, p. 49. Report of David W. Eakins, 1845.
- 34 *New York Weekly Tribune*, Feb. 3, 1866.
- 35 K. Braddock-Rogers, "Fragments of Early Industry in South Jersey," *Journal of Chemical Education*, Vol. VIII (Oct., 1931), p. 1,929.

- 36 George H. Cook, *Report of the State Geologist*, 1888, Vol. I, p. 112.
- 37 *Cheap Lands, Homes for the Homeless, the Wild Lands of New Jersey* (New York, 1866), p. 50. Pamphlet in State Library, Trenton.
- 38 Cottrell, *loc. cit.*, p. 19.
- 39 See map of Fruitlands in J. F. Scott, *Combination Atlas of Burlington County* (Philadelphia, 1876), p. 21.
- 40 Henry Beck, *Forgotten Towns of Southern New Jersey*, p. 240.
- 41 Fischer, *op. cit.*, p. 229.
- 42 George H. Cook, ms. "Journal," entries for April-July, 1856, p. 61. Journal is in Rutgers University Library, New Brunswick.
- 43 Wheaton J. Lane, *From Indian Trail to Iron Horse* (Philadelphia, 1939), pp. 405-406.
- 44 *Cheap Lands*, etc., *op. cit.*, p. 52.
- 45 *Ibid.*, p. 46. Despite the fact that the Civil War had ended, the prospective newcomers to Manchester were told not to fear that the fruit market would be overstocked. *Ibid.*, p. 51.
- 46 *Ibid.*; Fischer, *op. cit.*, p. 229.
- 47 Lee, *op. cit.*, p. 10 *et seq.* Harris was the station for Harrisville mentioned earlier in these volumes as a location for papermaking.
- 48 *Ibid.*, quoting advertisement in *New York World*, June 23, 1889.
- 49 *Ibid.*, quoting *New York World*, August 26, 1888. The first farm plots were advertised on Oct. 14, 1888. Five and ten acres for \$175 and \$250.
- 50 *Ibid.*, quoting Oct. 14, 1888 issue.
- 51 *Ibid.*, quoting June 23, 1889 issue. "The French Building Society declares that it will build and complete 800 houses in Paisley."
- 52 In the two-year period of the sales campaign, more than 100 advertisements appeared in the *New York paper*. *Ibid.*, p. 23.
- 53 *Ibid.*, letter to the author, Mr. Lee, from a lot purchaser who in 1939 lived in Maplewood, N. J.
- 54 *Ibid.*, p. 7.
- 55 F. H. Bowen, *History of Port Elizabeth, New Jersey* (Philadelphia, 1885), p. 4.
- 56 John Darby, *Brush Land* (Philadelphia, 1882), p. 47. The author bought about 45 acres of "brushland" in this vicinity in 1880 and this book details his experiences on a farm near Elmer in Salem County.
- 57 Beck, *op. cit.*, pp. 90-91.
- 58 George H. Cook, *Report on the Geology and Agricultural Resources of the Southern Division of the State*, 1855, p. 103. Pamphlet in the Pennsylvania Historical Society Library, Philadelphia.
- 59 *Ibid.*, p. 103.
- 60 Letter from Dennisville (unsigned) published in *Mt. Holly Mir-*

- ror, Aug. 17, 1881. Copy in Cooper Scrapbook, Camden County Historical Society Library, Camden.
- 61 *Ibid.*
- 62 George Cook, *op. cit.*, p. 103.
- 63 Maurice Beesley letter, in George Cook ms. Journal, August 23-October 11, 1855, p. 44, in Rutgers University Library.
- 64 The redwood tree of California was the only rival of the cedar in living age. N. R. Ewan letter in *Mt. Holly Herald*, August 13, 1937. See also *Mt. Holly Mirror*, August 17, 1881.
- 65 *Ibid.*
- 66 Charles Tomlin, *Cape May Spray* (Philadelphia, 1913), pp. 19-23.
- 67 *Mt. Holly Mirror*, Aug. 17, 1881.
- 68 George H. Cook, *op. cit.*, p. 103.
- 69 Tomlin, *op. cit.*, pp. 19-23.
- 70 The old-time tool used by the shingle-splitter in mid-19th Century can be seen as a part of the exhibit at Cape May County Historical Society Museum, Cape May Court House.
- 71 *Mt. Holly Mirror*, August 17, 1881; Tomlin, *op. cit.*, p. 22.
- 72 *Ibid.*, p. 23. See also Julius Way, *An Historical Tour of Cape May County* (Sea Isle City, 1930), p. 63. The Sophia Taylor house in Dennisville was still roofed in 1910 with shingles that had been on more than 80 years. At the same time, part of the Coleman Leaming house was roofed with mined shingles that had been placed there as early as 1830. Tomlin, *op. cit.*, p. 123. See also K. Braddock-Rogers, *loc. cit.*, p. 1,919. The last old-time "miner," Charles Roberts of Dennisville, died in 1907 in his 79th year. Tomlin, *op. cit.*, p. 23.
- 73 Tomlin, *op. cit.*, p. 23.
- 74 *Mt. Holly Mirror*, August 17, 1881.
- 75 Tomlin, *op. cit.*, p. 23.

## CHAPTER XXIII—FOOTNOTES

- 1 J. C. Smock, State Geologist, in *Annual Report of the State Board of Agriculture*, 1893, p. 51.
- 2 *Atlantic City Press*, March 7, 1937.
- 3 C. R. Woodward and I. N. Waller, *New Jersey's Agricultural Experiment Station, 1880-1930* (New Brunswick, 1932), pp. 7-10.
- 4 *Ibid.*
- 5 William Nelson, *The New Jersey Coast in Three Centuries* (New York, 1902), Vol. I, p. 384.
- 6 *Ibid.*, Vol. I, p. 385.
- 7 George C. Horner, interviewed by Cora June Sheppard of Shiloh, in *Salem Standard and Jerseyman*, March 16, 1927. Horner lived on the Auburn-Woodstown Road, Salem County.

- 8 W. E. Woerner quoted in State Board of Agriculture, *Report for 1892-1893*, p. 340.
- 9 Nelson, *op cit.*, Vol. I, p. 419.
- 10 *Census of 1890, Agriculture*, p. 220.
- 11 *Almanac, Squankum and Freehold Marl Company*, 1869. Copy in Monmouth County Historical Society Library, Freehold.
- 12 *Salem Messenger and Public Advertiser*, June 10, 1835.
- 13 George H. Cook, *Report of the State Geologist, 1859*, p. 20, p. 117. See also, *Report of the State Geologist, 1879*, p. 173.
- 14 *Salem Messenger and Public Advertiser*, June 10, 1835.
- 15 *Monmouth Democrat*, Freehold, August 23, 1855.
- 16 Franklin Ellis, *History of Monmouth County* (Philadelphia, 1885). p. 727.
- 17 1860 report of a visitor to marl pits, quoted in Ellis, *op. cit.*, p. 648.
- 18 Ellis, *op. cit.*, p. 381.
- 19 William Lippincott, *Traditions of Old Evesham Township* (Moorestown, 1911), pp. 13-14.
- 20 *Woodbury Constitution*, Nov. 18, 1868.
- 21 Woodward and Waller, *op. cit.*, p. 10.
- 22 *National Standard and Salem County Advertiser*, May 6, 1868.
- 23 Excerpt from Mahlon Stacy letter, April 26, 1680, quoted in Samuel Smith, *History of the Colony of Nova-Caesarea or New-Jersey* (Burlington, 1765), p. 112.
- 24 State Board of Agriculture, *Report for 1874*, p. 59. "It is now a little over 30 years since. . . the first attempt toward cultivation was made and only within the last 10 years has much attention been given to its growth." (*Ibid.*)
- 25 William Fischer, *Biographical Cyclopaedia of Ocean County* (Philadelphia, 1899), p. 74; Nelson, *op. cit.*, Vol. I, pp. 243-244.
- 26 Fischer, *op. cit.*, pp. 76-77.
- 27 Excerpt from *Ocean Emblem* (Ocean County), quoted in *National Standard and Salem County Advertiser*, March 21, 1866. By 1873 interest in cranberry culture had mounted sufficiently to organize the New Jersey Cranberry Growers Association. (Woodward and Waller, *op. cit.*, p. 11.)
- 28 Fischer, *op. cit.*, pp. 76-77.
- 29 E. M. Woodward and E. F. Hageman, *History of Burlington and Mercer Counties* (Philadelphia, 1883), p. 370. One item in a local paper noted that Horace Greenly (in 1869) "has purchased 160 acres of land in Burlington County and intends to put 60 acres in cranberries this spring." (*National Standard and Salem County Advertiser*, April 7, 1869.)
- 30 *West Jersey Press* (Camden) quoted in *National Standard*, January 22, 1867. The brothers were A. and T. Budd. At Shamong, in 1866, portions of a bog yielded at the rate of 220 bushels per acre,



which, at the prevailing price, amounted to \$1,250.

- 31 John Hall, *History of Atlantic County and Atlantic City* (Atlantic City, 1900), p. 88.
- 32 T. F. Rose and H. C. Woolman, *Historical Atlas of the New Jersey Coast* (Philadelphia, 1878), p. 308. See also *Camden Daily Post*, August 20, 1879.
- 33 Rose and Woolman, *op. cit.*, p. 308.
- 34 Robert Sim, *Pages from the Past of Rural New Jersey*, (New Jersey Agricultural Society, Trenton, 1949), pp. 108-109.
- 35 *Sunday Times*, New Brunswick, December 18, 1927. It was Andrew J. Rider who established what later became Rider College in Trenton.
- 36 Williamstown item in *Camden Daily Post*, August 20, 1879, p. 2.
- 37 State Board of Agriculture, *Report for 1882-1883*, p. 220.
- 38 Report of the American Cranberry Growers Association, State Board of Agriculture, *Report for 1892*, p. 537. In this report and in these figures, Cape May County was not mentioned. The cranberry, however, was cultivated there. The State Geologist, writing from Goshen, Cape May County, in 1855, observed "Cranberries are abundant. One man cultivated a swamp of two acres and sells in a year \$600 worth of berries. They are ripe in October or November." (George H. Cook ms. Journal, spring of 1855. Cook papers in Rutgers University Library, New Brunswick.)
- 39 Recollections of Anthony Parker of Tuckahoe, quoted in Henry Beck, *More Forgotten Towns of Southern New Jersey*, pp. 273-274. Mr. Parker was 82 years old in 1934.
- 40 George H. Cook, ms. Journal, No. 47 (1877), in Rutgers University Library.
- 41 *Camden Daily Post*, January 32 (*sic*), 1878, p. 1. The copy of this paper should have read February 1, for the next paper in the file at Camden County Historical Society is that of February 2. Joseph Wharton had other visions for his tract of land. He later urged that the area be used as a source of water supply for Philadelphia. The suggestion was turned down by the City Council of Philadelphia and finally killed by the passage in New Jersey of a law forbidding the diversion of water out of the State. (See Bertram Lippincott, *Historical Sketch of Batsto, New Jersey* (1923), p. 10.) By 1952, it was proposed by Governor Driscoll that the state purchase the Wharton Tract for a game preserve and a State park.
- 42 Lewis T. Stevens, *History of Cape May County* (Cape May, 1897), p. 201; New Jersey Agricultural Experiment Station, *Report for 1884*, p. 86.
- 43 New Jersey Agricultural Experiment Station, *Report for 1884*, p. 87.
- 44 *Philadelphia Ledger*, quoted in *Woodbury Constitution*, August 17, 1881.

- 45 Stevens, *op. cit.*, p. 213.
- 46 New Jersey Agricultural Experiment Station, *Report for 1884*, p. 87.
- 47 Alfred Cooper, *My Traditions and Memories, 1859-1938* (Cape May Court House, 1938), p. 244.
- 48 National Academy of Sciences, *Report on the Sorghum Sugar Industry* (Washington, 1882), pp. 74-78, letter from George Potts.
- 49 *Ibid.* The region, he explained, was tempered by the Atlantic Ocean and Delaware Bay, so the early frost of autumn did not "reach an injurious effect within 30 days of the time" it did "in the inland country."
- 50 Stevens, *op. cit.*, p. 213.
- 51 State Board of Agriculture, *Report for 1882-1883*, p. 281.
- 52 *Ibid.* See also item in *Woodbury Constitution*, November 2, 1883.
- 53 George H. Cook ms. Journal, No. 54 (1882), pp. 73-75, entry for November 9, 1883. At Rutgers University Library.
- 54 The company went to considerable effort to render the extraction of saccharine matter more economical, with unpromising results. Nelson, *op. cit.*, Vol. II, p. 37.
- 55 The total paid in bounties by the state was \$43,723. Stevens, *op. cit.*, p. 213.
- 56 Woodward and Miller, *op. cit.*, pp. 45-46; Cooper, *op. cit.*, p. 244.
- 57 Nelson, *op. cit.*, Vol. II, pp. 37-38; Woodward and Miller, *op. cit.*, p. 244.
- 58 Carnesworthe (pseudonym), *Atlantic City* (Philadelphia, 1868), p. 74.
- 59 Allen Brown, *The Character and Employment of the Early Settlers on the Seacoast of New Jersey* (Newark, 1879), p. 15.
- 60 *Salem Standard and Jerseyman*, April 11, 1928.
- 61 Historical Records Survey, *Colporteur Records of the American Tract Society, 1841-1846* (Newark, 1940), p. 79, report dated March 17, 1846; Allen Brown, *op. cit.*, p. 15.
- 62 K. Braddock-Rogers, "Fragments of Early Industries in South Jersey," *Journal of Chemical Education* (October, 1931), Vol. VIII, p. 1,915. The paper mill was bought in 1855 by the Harrisville Manufacturing Company, owned by John W. Harris. *Ibid.*
- 63 *Ibid.*, p. 1,915; see also N. R. Ewan ms., attached to the K. Braddock-Rogers' paper in the library of the Burlington County Historical Society at Burlington.
- 64 John Gifford, "The Forestal Conditions in the Coastal Plain of New Jersey," *Report of the State Geologist, 1899*, p. 249.
- 65 Sim, *op. cit.*, p. 97.
- 66 *Ibid.*, p. 98.
- 67 *Ibid.*, p. 100.
- 68 John B. Smith, "The New Jersey Salt Marsh and Its Improvement," New Jersey Agricultural Experiment Station, *Bulletin No.*

- 207 (1907), p. 14. The author added "There is scarcely an acre of marsh that is now cut over that cannot be made to produce from fifty to one hundred per cent more by proper ditching. See also salt marsh hay in Ocean County (Barnegat Bay) in Heston, *South Jersey*, Vol. I, p. 153.
- 69 Sim, *op. cit.*, p. 99.
- 70 Census material. Cape May County production dropped from 3,600 tons in 1910 to 2,094 tons in 1930.
- 71 Isaac Mickel, *Reminiscences of Old Gloucester* (Philadelphia, 1845), p. 81.
- 72 League of American Wheelmen, *Road Book*, 1897, p. 41.
- 73 The feeling that farming was competing unsuccessfully with fishing continued into the next period. In 1916, the State Board of Agriculture, in an analysis of farm conditions in Ocean County, noted that lands from Barnegat to Tuckerton had been farmed profitably up to the period of the Civil War. "Since then," it added, "the younger generation have chosen the fisherman's life and the farms are neglected." (Franklin Dye, *Farm Lands in New Jersey* (Trenton, 1916), p. 28.
- 74 Gustav Kobbé, *The New Jersey Coast and Pines* (Short Hills, 1889), pp. 19-20.
- 75 Woodward and Waller, *op. cit.*, p. 196.
- 76 Shells of oysters in modern times measure from 3 to 5 inches in length. In 1680, however, one man wrote of seeing some a foot long. Old shells of 6 inches or more have been raked up occasionally in Barnegat Bay. Sim, *op. cit.*, p. 73.
- 77 Nelson, *op. cit.*, Vol. I, p. 432.
- 78 *Newark Evening Courier*, December 21, 1874, quoted in Edwin Salter and George Beekman, *Old Times in Old Monmouth* (Freehold, 1887), p. 157.
- 79 Ernest Ingersoll, *The Oyster Industry* (Washington, 1881), p. 138.
- 80 *Ibid.*
- 81 Fischer, *op. cit.*, p. 222.
- 82 *Ibid.*, pp. 80-81.
- 83 Ingersoll, *op. cit.*, p. 138.
- 84 *Ibid.* Another part of the earning population of the county spent about half a year in the life-saving stations. *Ibid.*
- 85 Nelson, *op. cit.*, Vol. I, p. 333.
- 86 Dye, *op. cit.*, p. 97.
- 87 Woodward and Waller, *op. cit.*, p. 200.
- 88 Heston, *South Jersey*, Vol. I, p. 258.
- 89 Nelson, *op. cit.*, Vol. I, p. 432.
- 90 Sim, *op. cit.*, p. 77.
- 91 *Ibid.*, p. 67; Kobbé, *op. cit.*, p. 14. See picture in Kobbé, p. 15.
- 92 Sim, *op. cit.*, p. 67.

## CHAPTER XXIV—FOOTNOTES

- 1 Edwin Salter and George Beekman, *Old Times in Old Monmouth* (Freehold, 1887), p. 195.
- 2 Clayton Conrow of Cinnaminson, Burlington County, in "History of Roads Improvement in South Jersey," Commissioner of Public Roads, *Report for 1897*, p. 80.
- 3 *Ibid.*
- 4 *Florence and Keyport Plank Road* (New York, 1851), p. 5. Pamphlet in Pennsylvania Historical Society Library.
- 5 Salter and Beekman, *op. cit.*, p. 195.
- 6 *Ibid.*, p. 193; see also Henry Beck in *Newark Star and Ledger*, April 16, 1950.
- 7 Salter and Beekman, *op. cit.*, p. 192.
- 8 Henry Beck in *Newark Star and Ledger*, April 16, 1950; Wheaton Lane, *From Indian Trail to Iron Horse* (Princeton, 1939), p. 163.
- 10 Lane, *op. cit.*, p. 166; Salter and Beekman, *op. cit.*, pp. 194-195.
- 11 Thomas H. Leonard, *From Indian Trail to Electric Rail* (Atlantic Highlands, 1923), p. 72.
- 12 Lane, *op. cit.*, p. 167.
- 13 Alfred Heston, *South Jersey* (New York, 1924), Vol. II, p. 558.
- 14 George Prowell, *History of Camden County* (Philadelphia, 1886), pp. 345-357.
- 15 Charles Boyer, *Indian Trails and Early Paths* (Camden, 1938), p. 117; Frank Butler, *The History of Southern New Jersey* (Atlantic City Press, 1949), no pp., pamphlet. The Camden County section of the highway was transferred by the stockholders to the County in 1893 because they found it expensive to maintain the road without a more durable topping than gravel. Another road to the shore, the Marlton Pike, was taken over in 1907. (Boyer, *op. cit.*, p. 117.)
- 16 Agnes Risley ms., "The Pleasantville and Atlantic City Turnpike." The ms. is in the Library of the Atlantic County Historical Society at Somers Point.
- 17 *Salem Standard and Journeyman*, February 11, 1932.
- 18 Cora June Sheppard (Shiloh, N. J.), Scrapbook, 1904, newspaper clipping; Cora June Sheppard, Scrapbook, No. 6, Deerfield dispatch to the *Philadelphia Inquirer*, Sept. 7, 1902.
- 19 Richard Cornish, "Old Turnpikes," *Camden Courier Post*, Nov. 21 and Nov. 24, 1938; see also recollections of Mrs. Aida C. Groff, 134 Parker Ave., Woodlynne, published in *Camden Courier Post*, Jan. 2, 1940, when Mrs. Groff was 78 years old.
- 20 *Salem Standard and Journeyman*, February 11, 1932.
- 21 Boyer, *op. cit.*, p. 117.
- 22 Matilda B. Hand, *A Romance of Old Cape May* (Philadelphia,



- 1928), p. 221. One road near Springfield paralleling the old turnpike near Summit is still called the "Shun Pike."
- 23 Cornish, *loc. cit.*
- 24 *Minutes of the Gloucester Turnpike Company*, 1850's, ms. in the Camden County Historical Society Library.
- 25 *National Standard and Salem County Advertiser*, January 23, 1861.
- 26 Conrow, *loc. cit.*, p. 81.
- 27 Nelson, *op. cit.*, Vol. I, p. 394.
- 28 *Asbury Park Press*, January 22, 1928, quoting the July 15, 1885 issue of *The Key Note*, item from Avon-by-the-Sea.
- 29 *Salem Standard and Jerseyman*, Feb. 11, 1932.
- 30 Boyer, *op. cit.*, p. 115.
- 31 *Entertaining a Nation, the Career of Long Branch* (Long Branch, 1940), pp. 111-112.
- 32 Nelson, *op. cit.*, Vol. I, p. 394 *et seq.*; Lane, *op. cit.*, p. 168.
- 33 Lane, *op. cit.*, pp. 167-168.
- 34 George H. Cook, *Report of the State Geologist*, 1872, p. 73.
- 35 Nelson, *op. cit.*, Vol. II, pp. 395-398.
- 36 James Purdy, *Moorestown, Old and New* (Moorestown, 1886), p. 105.
- 37 Gabriel Thomas, *The Province of Pensilvania and West-New-Jersey* (London, 1648), West-New Jersey section, p. 24.
- 38 William C. Mulford, *Historical Tales of Cumberland County* (Bridgeton, 1941), p. 163. The author was 83 years old when he wrote the book. See also, Hall, *op. cit.*, p. 339.
- 39 Letter to *Woodbury Constitution*, August 13, 1873.
- 40 James S. Elwell, of Cohansey, interviewed by Cora June Shepard, Shiloh, in *Salem Standard and Jerseyman*, March 20, 1929. Elwell was born in 1847.
- 41 *Woodbury Constitution*, November 5, 1873.
- 42 Item from Mullica Hill in *Woodbury Constitution*, June 10, 1874.
- 43 Butler, *op. cit.*, no pp., pamphlet.
- 44 *Woodbury Constitution*, July 20, 1881.
- 45 Description of G. G. Green's new barn, in *Woodbury Constitution*, October 17, 1877.
- 46 Mulford, *op. cit.*, p. 97.
- 47 Bridgeton Evening News, *A Souvenir of Bridgeton* (1895), p. 157. See interesting picture of livery stable on p. 158 of this book, owned by Mrs. Verna Burger of Bridgeton.
- 48 *Compendium of the Sixth Census, 1840* (Washington, 1841), p. 141.
- 49 Bessie Ayars Andrews, *Reminiscences of Greenwich* (Vineland, 1910), p. 28.
- 50 William Stackhouse recollections, *Salem Standard and Jerseyman*, January 19, 1927. Stackhouse lived in Canton, N. J.

- 51 *Ibid.*, issue for January 31, 1931.
- 52 Mulford, *op. cit.*, p. 96.
- 53 Alphonse S. Smick, who was born July 4, 1848, in interview with Cora June Sheppard, Shiloh, published in *Salem Standard and Jerseyman*, February 2, 1927. Smick was taken ill when out with his horse and buggy, and had a slight stroke. The horse brought him home safely.
- 54 Butler, *op. cit.*, no pp., pamphlet.
- 55 *Asbury Park Press*, January 17, 1932.

#### FOOTNOTES TO INTRODUCTION, PART V

- 1 Alfred Heston, *Absegeami Annals* (Camden, 1904), Vol. II, p. 63.
- 2 Heston, *South Jersey* (New York, 1924), Vol. I, p. 259.

#### CHAPTER XXV—FOOTNOTES

- 1 Karl Kron, *Ten Thousand Miles on a Bicycle* (New York, 1887), p. 1. Kron toured much of the state on a bicycle.
- 2 Herbert Cornish, *New Jersey, A History of Progress* (New York, 1931), p. 157.
- 3 Kron, *op. cit.*, p. v.
- 4 *Esquire*, December, 1951.
- 5 *National Standard* (Salem), April 14, 1869.
- 6 *Ibid.*, June 2, 1869 issue, item from Woodstown.
- 7 *Ibid.*, July 14, 1869 issue, item from Woodstown.
- 8 Albert Hand, *A Book of Cape May* (Cape May, 1937), p. 97.
- 9 Kron, *op. cit.*, p. 520.
- 10 Charles Boyer, *Indian Trails and Early Paths* (Camden, 1938), p. 116.
- 11 *Esquire*, December, 1951.
- 12 *Woodbury Constitution*, July 16, 1880.
- 13 Alfred Cooper, *My Traditions and Memories* (Cape May Court House, 1938), p. 235; Albert Hand, *op. cit.*, p. 128.
- 14 J. Norman Shinn, "Pleasantville" (1896), ms., no pp., in Pleasantville Public Library.
- 15 *Monmouth Democrat*, Freehold, February 16, 1939.
- 16 *Asbury Park Press*, January 4, 1942.
- 17 *Ibid.*, clipping in Monmouth County Historical Association Library.
- 18 League of American Wheelmen, 16th Annual Meeting, July 8-15, 1895, *Souvenir Program*, p. 10. In files of *Asbury Park Press*.
- 19 *Asbury Park Press*, January 15, 1928.
- 20 *Monmouth Democrat*, February 16, 1939.
- 21 Thomas H. Leonard, *From Indian Trail to Electric Rail* (Atlantic Highlands, 1923), p. 443.

- 22 League of American Wheelmen, *Road Book of New Jersey* (1897, no pp.) Pamphlet in Pennsylvania Historical Society Library, Philadelphia.
- 23 *Esquire*, December, 1951.
- 24 Shinn ms., *op. cit.*, no pp.
- 25 Cornish, *op. cit.*, pp. 157-158.
- 26 League of American Wheelmen, *Road Book*, *op. cit.*, no pp.
- 27 Kron, *op. cit.*, p. 52. Letter of James D. Dowling, 536 Broadway, Camden. Dowling writes of cycling several times on the Delaware River when it was frozen. He "found it splendid sport, the only drawback being the inability to turn as the wheel slips from under you when attempting to do it." *Ibid.*
- 28 Hand, *op. cit.*, p. 128.
- 29 *Evening Bulletin*, Philadelphia, September 29, 1921.
- 30 Alfred Slocum, *Atlantic City and County, N. J.* (Philadelphia, 1899), pp. 95-96. "This cycle path will in the future be supplemented by a broad highway on which we can ride (and) upon which . . . pleasure-loving people blessed with fine horses, can drive down from Philadelphia in their carriages, leaving here in the morning and reaching your luxurious hotels in the evening of the same day." (*Ibid.*, pp. 75-76.)
- 31 *Ibid.*, p. 520, letter dated September 9, 1885, from Thomas B. Somers, bookkeeper of Whitall Tatum Company, Millville, Cumberland County.
- 32 League of American Wheelmen, *Road Map of the Jersey Shore* (New York, 1905), p. 1. Pamphlet in Pennsylvania Historical Society Library, Philadelphia.
- 33 *Mays Landing Record*, June 30, 1906.
- 34 Frank Butler, *History of Southern New Jersey* (Atlantic City Press, 1949), pamphlet, no pp.
- 35 New Jersey Commissioner of Public Roads, *Annual Report*, 1896, p. 21.
- 36 Kron, *op. cit.*, p. 15.
- 37 *Ibid.*, pp. 15-18; *Esquire*, December, 1951.
- 38 M. C. Ward, *Bicycling for Ladies* (New York, 1896), pp. 93-94.
- 39 Hand, *op. cit.*, p. 128.
- 40 Kron, *op. cit.*, p. 14.
- 41 *Ibid.*, p. 14.
- 42 New Jersey Commissioner of Public Roads, *Report for 1898*, p. 50.
- 43 Cora June Sheppard, Shiloh, N. J., newspaper clipping, latter part of first decade of 20th Century, in her "Scrapbook No. 5," at her home in Shiloh.
- 44 *Esquire*, December, 1951.
- 45 *Atlantic Review* (Atlantic City), March 30, 1905, files in the Somers Point Library of the Atlantic County Historical Society.

- 46 William C. Mulford, *Historical Tales of Cumberland County* (Bridgeton, 1941), p. 162. Another newspaper, 1869, noted that all the "omnibuses . . . have been thoroughly repainted and handsomely decorated . . . (one) with the portrait of President Grant on each side." Others had improved their teams with "sets of silver-mounted harness specially adapted to 'buss' horses." (*National Standard*, Salem, May 19, 1869.)
- 47 Heston, *Jersey Waggon Jaunts* (Camden, 1926), Vol. II, p. 308; Heston, *South Jersey*, Vol. II, p. 802 *et seq.*
- 48 *The Marker*, Vol. X, February, 1951, no pp., periodical loaned present writer by Mr. Stephen Maguire, Esq., of Asbury Park. Periodical published by the North Jersey Chapter of the National Railroad Historical Society. See picture of horse-drawn cars in Woolman and Rose, *Atlas of the New Jersey Coast*, (1878).
- 49 Lewis Evans ms., "Then and Now " (1922), in Atlantic County Historical Society Library, Somers Point.
- 50 Butler, *op. cit.*, pamphlet, no pp.
- 51 *Ibid.*, quoting from material in *Atlantic City Evening Union*, 1889.
- 52 *Ibid.*, pamphlet, no pp.
- 53 Heston, *Jersey Waggon Jaunts*, Vol. II, p. 308; Heston, *South Jersey*, Vol. II, p. 802.
- 54 Butler, *op. cit.*, no pp.
- 55 Heston, *Absegami Annals*, Vol. II, p. 207. In the fall of 1892, the company began heating its cars with what was known as the Burton Electric heater; and in 1895, a new system was introduced for heating which proved more satisfactory.
- 56 *The Marker*, Vol. X (February, 1951), no pp.
- 57 *Ibid.*, no pp.; *Atlantic City Press*, March 20, 1938.
- 58 Heston, *Handbook of Atlantic City* (Atlantic City, 1900), p. 67.
- 59 *The Marker*, Vol. X (February, 1951), no pp.
- 60 *Mays Landing Record*, August 25, 1906; Heston, *Absegami Annals*, Vol. II, p. 307.
- 61 *Mays Landing Record*, August 25, 1906.
- 62 *Ibid.*, June 22, 1907.
- 63 *The Marker*, Vol. X (February, 1951), no pp.
- 64 Butler, *op. cit.*, no pp.
- 65 *Atlantic County Record*, Mays Landing, February 21, 1925.
- 66 *The Marker*, *op. cit.*
- 67 William Fischer, *Biographical Cyclopaedia of Ocean County* (Philadelphia, 1899), p. 237.
- 68 William Nelson, *The New Jersey Coast in Three Centuries* (New York, 1902), Vol. II, p. 103.
- 69 *The Marker*, *op. cit.*, Vol. II, April, 1943 and July, 1943 issues.
- 70 *Ibid.*; *Entertaining a Nation, the Career of Long Branch* (Long



Branch, 1940), p. 106.

- 71 Leonard, *op. cit.*, p. 544 *et seq.*; *The Marker*, *op. cit.*, no pp.
- 72 *The Marker*, Vol. II, issues for July, 1943 and April, 1943, no pp.; Leonard, *op. cit.*, p. 544 *et seq.*
- 73 *Ibid.*
- 74 *Ibid.*
- 75 *History of Rumson, 1665-1944* (Asbury Park, 1944), p. 256. Copy in Monmouth County Historical Association Library, Freehold. When the railroad was opened in 1867 from Long Branch to Sandy Hook, business men summering in Rumson commuted to New York by way of Sandy Hook, using stages from Rumson over to Sea Bright. When the New York and Long Branch Railroad was completed through Red Bank, a stage was established connecting Rumson with Red Bank. It was said that passengers who desired to have the stage pick them up at their doors would write their names and addresses on slates hung in Enright's Store on Ocean Avenue. The stage was driven by two horses and seated 14 people (*Ibid.*)
- 76 Board of Chosen Freeholders, *A Sketch of Monmouth County, 1683-1919*, pamphlet in County Historical Association Library, no pp., no date.
- 77 *The Marker*, April, 1943, issue.
- 78 Butler, *op. cit.*, no pp.
- 79 Commissioner of Public Roads, *Report for 1898*, p. 45.
- 80 John Hall, *History of Atlantic City and County* (Atlantic City, 1900), p. 347, description of "Beautiful Longport," south of Atlantic City.
- 81 *Atlantic Review* (Atlantic City), January 10, 1905, copy in files of Atlantic County Historical Society Library, Somers Point.
- 82 Gloria Reynolds, ms., "The Story of Asbury Park" (1952), in State Teachers College Library, Glassboro, N. J. The author worked in the summer in the telephone company information section, Asbury Park.
- 83 *Entertaining a Nation*, *op. cit.*, p. 104.
- 84 *Ibid.*, p. 104.
- 85 *History of Rumson*, *op. cit.*, p. 265.
- 86 Dolores Estelle, ms., "Lakewood" (1952), pamphlet in State Teachers College Library, Glassboro, N. J.
- 87 *Atlantic Review*, Atlantic City, January 10, 1905.
- 88 *Mays Landing Record*, December 8, 1906.
- 89 *15th Census of the United States, 1930, Agriculture*, Part I, p. 328.
- 90 *Atlantic Review*, April 25, 1905.
- 91 Charles Nash, *The Lure of Long Beach* (Long Beach, 1936), pp. 158-159.
- 92 *Asbury Park Press*, Vol. XLIX, No. 2, clipping, no date, in AS—66

*bury Park Press* "morgue."

93 Butler, *op. cit.*, no pp.

94 *Ibid.*; *Atlantic City Press*, April 28, 1940; August 30, 1944.

95 Butler, *op. cit.*, no pp.

## CHAPTER XXVI—FOOTNOTES

- 1 A. M. Heston, *Jersey Waggon Jaunts* (Camden, 1926), Vol. I, p. 184, quoting from clipping from a Bridgeton newspaper, 1899.
- 2 *Ibid.*
- 3 Cora June Sheppard, item in *Philadelphia North American*, Dec. 22, 1901, datelined Shiloh, N. J. Clipping in her Scrapbook No. 6.
- 4 *New York Herald*, July 19, 1908, New Jersey section.
- 5 *Atlantic City Press*, January 22, 1939.
- 6 *Entertaining a Nation, the Career of Long Branch* (Long Branch, 1940), pp. 119-120.
- 7 Frank Butler, *History of Southern New Jersey* (Atlantic City Press, 1949), pamphlet, no pp.
- 8 *Entertaining a Nation*, pp. 119-120.
- 9 *Asbury Park Press*, July 18, 1904.
- 10 *Atlantic City Press*, January 22, 1939.
- 11 *Asbury Park Press*, November 13, 1939, account of Zacharias and his first "electric" car.
- 12 *Asbury Park Press*, August 1, 1904, p. 5.
- 13 *Ibid.*, August 30, 1904, p. 2.
- 14 *Ibid.*, September 6, 1904.
- 15 *Atlantic Review*, January 2, 1905. Files in the Atlantic County Historical Society Library, Somers Point.
- 16 *Ibid.*, April 3, 1905.
- 17 *Ibid.*, April 10, 1905.
- 18 *Ibid.*, March 30, 1905.
- 19 *Entertaining a Nation*, p. 117.
- 20 *Atlantic City Review*, May 11, 1911.
- 21 *Ibid.*, June 27, 1911.
- 22 *Atlantic City Gazette-Review*, July 3, 1922.
- 23 *Atlantic City Press*, May 7, 1941.
- 24 *Ibid.*, August 23, 1950; August 29, 1950.
- 25 State Board of Agriculture, *Report for 1905*, p. 332.
- 26 Butler, *op. cit.*, no pp.
- 27 *Asbury Park Press*, July 9, 1904, p. 2.
- 28 State Board of Agriculture, *op. cit.*, p. 70.
- 29 *Asbury Park Press*, August 1, 1904, p. 1. Item headlined "Runaway."
- 30 Cora June Sheppard, *op. cit.*, in Scrapbook No. 5, Shiloh.
- 31 State Board of Agriculture, *Report for 1911-1912*, p. 185.
- 32 *Atlantic Review*, March 21, 1905, p. 1.

- 33 Charles Boyer, *The Span of a Century* (Camden, 1928), p. 71, quoting item in Camden newspaper, June, 1904.
- 34 *Atlantic Review*, March 30, 1905.
- 35 Butler, *op. cit.*; *Atlantic City Press*, January 22, 1939.
- 36 *Mays Landing Record*, September 7, 1907.
- 37 *Asbury Park Press*, Monday, August 1, 1904, p. 2.
- 38 Butler, *op. cit.*, no pp.
- 38 *Atlantic County Record*, Mays Landing, August 21, 1909.
- 40 *Atlantic City Review*, May 31, 1911.
- 41 Cora June Sheppard of Shiloh, in *Salem Standard and Jerseyman*, September 29, 1926.
- 42 *Camden Courier*, August 14, 1908, letter in Boyer Scrapbook in Camden County Historical Society Library, Camden.
- 43 *Asbury Park Press*, August 26, 1904, p. 2. The motor age took its toll of human lives elsewhere. The first recorded death by an automobile occurred on September 13, 1899, in New York City, when a man stepped off a trolley car and was killed by a passing automobile. A half century later, on December 21, 1951, the one-millionth victim was listed (*New York Times*, December 23, 1951, p. 1.)
- 44 Charles Boyer, *Indian Trails and Early Paths* (Camden, 1938), p. 116.
- 45 *Atlantic City Press*, May 1, 1934.
- 46 *Ibid.*, January 23, 1938, Frank Butler article.
- 47 State Chamber of Commerce, *New Jersey* (June, 1918), p. 1.
- 48 *Mays Landing Record*, April 28, 1906.
- 49 State Chamber of Commerce, *op. cit.*, p. 1.
- 50 *Atlantic City Review*, June 2, 1911.
- 51 State Board of Agriculture, *Report for 1911-1912*, p. 68. Address of the President of the Board.
- 52 *Atlantic Review*, April 28, 1905.
- 53 Census of Business, 1940, *Service Establishments*, 1939, p. 318.
- 54 16th Census of the United States, 1940, *Retail Trade*, 1939, Part III, pp. 372-375.
- 55 New Jersey Department of Conservation and Economic Development, *Review of New Jersey Business*, Vol. VI, No. 2 (July, 1950), p. 5.
- 56 Cora June Sheppard, item in Salem County paper, 1907, newspaper clipping in Scrapbook No. 8, Shiloh.
- 57 *Mays Landing Record*, June 15, 1907, editorial.
- 58 *Asbury Park Press*, May 12, 1938.
- 59 Franklin Dye, ed., *New Jersey Handbook* (Trenton, 1901), p. 85.
- 60 *Atlantic Review*, January 14, 1905; *Mays Landing Record*, January 26, 1907.
- 61 *Atlantic County Record*, Mays Landing, October 27, 1917; letter to present writer from A. Lee Grover, Secretary, State Highway

Department, March 14, 1952.

- 62 *Atlantic Review*, February 2, 1905.
- 63 *Philadelphia Evening Bulletin*, September 29, 1921.
- 64 Heston, *Absegami Annals*, Vol. II, p. 61.
- 65 *Mays Landing Record*, August 4, 1906.
- 66 *Atlantic City Gazette and Review*, May 9, 1918.
- 67 *Atlantic City Press*, February 13, 1949.
- 68 *Philadelphia Evening Bulletin*, September 29, 1921.
- 69 Boyer, *The Span of a Century*, p. 94.
- 70 Butler, *op. cit.*, no pp.
- 71 Olive Cain ms., "Mays Landing" (1952), in State Teachers College Library, Glassboro.
- 72 *Atlantic County Record*, Mays Landing, February 25, 1925.
- 73 A. M. Taylor, *Industrial Camden* (Camden, 1937), p. 113.
- 74 Cain ms., *op. cit.*, p. 21; Butler, *op. cit.*, no pp.
- 75 *Atlantic County Record*, October 27, 1917.
- 76 *Atlantic City Press*, March 22, 1923.
- 77 *Daily Sentinel-Ledger*, Ocean City, July 1, 1939, p. 3.
- 78 *Ibid.*
- 79 Clipping, item from *Brigantine*, April, 1929, in Scrapbook at Somers Point Library of the Atlantic County Historical Society.
- 80 *Atlantic City Evening-Union*, January 28, 1952, (courtesy of Mr. Paul Cope, Hotel Morton, President of the Atlantic County Historical Society, who sent the clipping to the present writer.)
- 81 *Atlantic City Press*, November 3, 1950.
- 82 *Ibid.*, March 9, 1951.
- 83 *Ibid.*, January 8, 1952. Gasoline station proprietors along the White Horse and the Black Horse Pikes protested this plan, but were told by Governor Driscoll that policies must try to provide the greatest good for the greatest number of people. *Ibid.* See also, *New York Times*, April 3, 1952; April 5, 1952; interview Apr. 5, 1952, with Assemblyman Milton Silver of Clayton, Gloucester County.
- 84 *Atlantic Review*, February 18, 1905.
- 85 *Ibid.*, March 4, 1905.
- 86 Albert Hand, *A Book of Cape May*, N. J. (Cape May, 1937), pp. 173-174.
- 87 *Mays Landing Record*, September 22, 1906.
- 88 Alfred Heston, *South Jersey* (New York, 1924), Vol. I, p. 259.
- 89 *Asbury Park Press*, August 4, 1938; letter to present writer from A. Lee Grover, Secretary of the State Highway Department, March 4, 1952.
- 90 Charles Nash, *The Lure of Long Beach* (Long Beach, 1936), pp. 163-164.
- 91 Heston, *South Jersey*, Vol. I, p. 259.
- 92 *Asbury Park Press*, June 11, 1936; Sarah Errickson, *Trails, Roads*



- and *Highways of Old Monmouth*, (1921 pamphlet in Monmouth County Historical Association Library, Freehold.)
- 93 *Asbury Park Press*, July 8, 1928.
- 94 *Ibid.*, June 11, 1936.
- 95 *Ibid.*
- 96 *Ibid.*, May 12, 1938.
- 97 *Ibid.*, December 30, 1930; *Matawan Journal*, July 5, 1939.
- 98 *Asbury Park Press*, June 11, 1936.
- 99 *Ibid.*, October 24, 1937.
- 100 *Ibid.*, May 19, 1937.
- 101 *Ibid.*, August 4, 1948.
- 102 *Ibid.*, May 12, 1948.
- 103 *Ibid.*, June 11, 1936.
- 104 Heston, *South Jersey*, Vol. I, p. 259.
- 105 *Salem Standard and Jerseyman*, April 30, 1931, correspondent writing from Daretown.
- 106 *Atlantic Review*, February 2, 1905.
- 107 *Picturesque Lakewood* (1902), p. 2. Pamphlet in Stewart Collection of Jerseyana, State Teachers College Library, Glassboro.
- 108 *Atlantic City Press*, October 29, 1906.
- 109 *Camden Post-Telegram*, October 31, 1906, from Scrapbook of William Mason, former student of the present writer.
- 110 Heston, *South Jersey*, Vol. I, p. 261.
- 111 *Asbury Park Press*, June 7, 1939, application of the Southern New Jersey Railroad Company.
- 112 Dolores Estelle ms., "Lakewood" (1952), in State Teachers College Library, Glassboro.
- 113 *Matawan Journal*, July 15, 1915.
- 114 *Asbury Park Press*, October 8, 1928.
- 115 *Ibid.*, June 24, 1934.
- 116 Charles Grippaldi, ms., "Oceanport" (1952), in State Teachers College Library, Glassboro.
- 117 *Asbury Park Press*, April 12, 1947.
- 118 *Ibid.*, July 8, 1936.
- 119 Board of Public Utility Commissioners, *Report on Consolidation of Railroad Services in Southern New Jersey* (Newark, 1931), p. 43.
- 120 Hand, *op. cit.*, p. 181.
- 121 *Atlantic County Record*, Mays Landing, January 4, 1936; Cain ms., *op. cit.*, p. 7.
- 122 *Atlantic City Press*, May 29, 1938.
- 123 *Ibid.*, July 3, 1942.
- 124 *Ibid.*, July 11, 1951.
- 125 *Philadelphia Evening Bulletin*, April 13, 1951.
- 126 *Atlantic City Press*, August 12, 1947.
- 127 Cora June Sheppard interview with L. Hoover Smith, Shiloh, in *Salem Standard and Jerseyman*, December 14, 1927.

## CHAPTER XXVII—FOOTNOTES

- 1 Cora June Sheppard interview with Eber M. R. Davis of Marlboro, on Salem Creek, published in *Salem Standard and Jerseyman*, June 30, 1926.
- 2 P. H. Barnes ms., "Truck Farming in Southern New Jersey," in Gloucester Historical Society Library, 1936, no pp.
- 3 *Camden Courier*, September 5, 1907, in Boyer Scrapbook, Camden County Historical Society Library, Camden.
- 4 Samuel Joseph, *History of the Baron DeHirsch Fund* (New York, 1935), p. 113.
- 5 Department of Agriculture, *Proceedings of the Fifth Agricultural Convention*, Bulletin No. 23 (Trenton, 1920), pp. 219-220.
- 6 State Department of Agriculture, *Annual Report*, 1920, p. 54.
- 7 State Department of Agriculture, *Report for 1925*, p. 35.
- 8 C. R. Woodward and I. N. Waller, *New Jersey's Agricultural Experiment Station, 1880-1930* (New Brunswick, 1932), p. 437.
- 9 Thirty in Cape May County were not reported with reference to type of road the farm was on. *15th Census of the United States, 1930, Agriculture*, Part I, p. 328.
- 10 Dimitry Pitt, *New Jersey Agriculture, Historical Facts and Figures* (State Department of Agriculture, Trenton, 1943), p. 492. The total number of automobiles on farms in the whole state mounted from 23,371 in 1930 to 24,223 in 1940.
- 11 *Ibid.*, pp. 370-371; *Agricultural Census*, 1945.
- 12 Charles Tomlin, *Cape May Spray* (Philadelphia, 1913), p. 7, excerpts from song "Jersey Land," sung to the tune of "Dixie."
- 13 Jacob Lipman, "The Research and Educational Activities of the Station," *Bulletin* 616, (Agricultural Experiment Station, New Brunswick, November, 1936), p. 5 *et seq.*
- 14 Pitt, *op. cit.*, p. 79. At time of writing, the figures for 1949, to be printed in the 1950 Census, were not available.
- 15 *Ibid.*, p. 89. Figures for 1950 not available at time of writing.
- 16 L. L. Lee and C. C. Engle, *Soil Survey of the Chatsworth Area*, N. J. (Washington, 1923), p. 483 *et seq.*
- 17 L. L. Lee, *Soil Survey of the Trenton Area*, N. J. (Washington, 1926), p. 157.
- 18 Pitt, *op. cit.*, p. 71; *Agricultural Census*, 1945.
- 19 Franklin Dye, ed., *New Jersey Handbook* (Trenton, 1901), p. 77.
- 20 State Department of Conservation and Development, *Annual Report*, 1917, p. 82.
- 21 State Department of Conservation and Development, *Report for Years Ending June 30, 1922 and 1923*, pp. 117-119.
- 22 Pitt, *op. cit.*, pp. 214-215.
- 23 C. C. Engle, *Soil Survey of the Millville Area*, N. J. (Washington, 1921), pp. 13-14.

- 24 *Ibid.*, p. 11.
- 25 Harry Weiss, ed., *Agriculture in New Jersey* (Trenton, 1932), p. 54.
- 26 Vineland Chamber of Commerce, *Beautiful Vineland*, 1920, p. 54, description of Landisville and Buena Vista Townships in Atlantic County.
- 27 Cape May and Ocean County production was negligible, but Monmouth County reported 466 acres in 1919; 226 in 1929 and 504 in 1939. Pitt., *op. cit.*, p. 275.
- 28 *Atlantic City Press*, Sunday, October 31, 1937, Section 5, p. 5.
- 29 George Billings and J. C. Beavers, *Systems of Farming in Central New Jersey* (Washington, 1911), p. 8.
- 30 *Census of Agriculture, 1940*, Dairy Products, pp. 350-351.
- 31 Pitt, *op. cit.*, p. 347; pp. 363-364.
- 32 Weiss, *op. cit.*, p. 21.
- 33 *Ibid.*, pp. 39-41.
- 34 Pitt, *op. cit.*, p. 279. In 1925, Monmouth County led all the counties in the state in production of white potatoes and also in total value of general farm crops. The total value of potatoes produced in 1925 was \$2,500,000 and of general farm crops was \$3,900,000. At that time, the County had 2,672 farms containing 172,308 acres. (Board of Chosen Freeholders, *A Sketch of Monmouth County, 1683-1929*, p. 3).
- 35 Pitt, *op. cit.*, p. 279.
- 36 *Ibid.*, p. 285. In both Cape May and Ocean Counties, for most of the censuses, the total number of bushels of white potatoes overshadowed that of the sweet potato production. In Ocean County, 20,546 bushels of sweets were grown in 1900 and 60,132 of whites; in 1935, 11,179 of sweets and 27,238 of whites. In Cape May, 46,075 bushels of sweets and 48,365 of whites were produced in 1900 and in 1935, 34,282 of sweets and 100,202 of whites. In Atlantic County, however, greater reliance was placed on sweet potatoes, with the respective figures in 1900 being 104,836 sweets and 52,620 whites. By 1935, the difference was larger, with 186,252 bushels of sweets and 91,999 of whites. (Census figures, 1900 and 1935.)
- 37 C. C. Engle, *Soil Survey of the Millville Area, N. J.*, *op. cit.*, p. 16.
- 38 L. L. Lee and C. C. Engle, *op. cit.* (Soil Survey, Chatsworth Area), p. 481.
- 39 Dye, ed., *op. cit.*, (1916 edition, Trenton), p. 48.
- 40 Federal Writers Project, *Stories of New Jersey*, "Jersey Tomatoes," Bulletin No. 15, January, 1937, p. 1.
- 41 Pitt, *op. cit.*, p. 277.
- 42 *Ibid.*, p. 267.
- 43 *Ibid.*, pp. 267-268.
- 44 *15th Census of the United States, 1930, Agriculture, Part I*, p. 318.

- 45 Pitt, *op. cit.*, p. 123.
- 46 State Board of Agriculture, *Annual Report*, 1923, p. 6.
- 47 Cora June Sheppard quoting a Chautauqua lecturer, in *Salem Standard and Jerseyman*, September 14, 1927.
- 48 Department of Commerce, *County Data Book* (Washington, 1947), p. 267.
- 49 Frank App, "Profits and Factors Influencing Profits on 150 Poultry Farms in New Jersey," *Bulletin No. 329* (State Agricultural Experiment Station, 1918), pp. 8-12.
- 50 Woodward and Waller, *op. cit.*, p. 392.
- 51 Vineland Chamber of Commerce, *op. cit.*, pp. 24, 31.
- 52 Woodward and Waller, *op. cit.*, p. 392.
- 53 Weiss, *op. cit.*, p. 23.
- 54 C. C. Engle, *op. cit.*, pp. 8-10.
- 55 State Agricultural Experiment Station, *Report for 1889*, p. 200.
- 56 Weiss, *op. cit.*, p. 84.
- 57 *Ibid.*, p. 84 *et seq.*
- 58 App, *loc. cit.*, p. 16.
- 59 Lee and Engle, *op. cit.* (Soil Survey, Chatsworth Area), p. 476.
- 60 Department of Conservation and Development, *Report, 1922-1923, op. cit.*, pp. 118-119.
- 61 *Toms River Sun*, September 13, 1929.
- 62 State Agricultural Experiment Station, *Annual Report, 1929*, pp. 10-11.
- 63 Census Reports for 1900, 1910, 1920 and 1930; *16th Census of the United States, 1940, Agriculture, Special Poultry Report* (Washington, 1942); *Census of Agriculture, 1945*. At time of writing, poultry returns for the Census of 1950 were not available.
- 64 *Ibid.*
- 65 Gabriel Thomas, *The Province of Pensilvania and West New-Jersey* (London, 1648), West New-Jersey section, p. 24.
- 66 Pitt, *op. cit.*, p. 334.
- 67 *Ibid.*, p. 325; *Census of Agriculture, 1945*.
- 68 Pitt, *op. cit.*, p. 329.
- 69 State Board of Agriculture, *Report for 1899*, p. 254, speech of William Colwell of Hammonton.
- 70 Pitt, *op. cit.*, pp. 330-331. Figures for the 1950 census not available at time of writing.
- 71 Lee and Engle, *op. cit.* (Soil Survey, Chatsworth Area), p. 480.
- 72 Pitt, *op. cit.*, p. 331.
- 73 *Ibid.*, p. 332; *Census of Agriculture, 1945*.
- 74 Pitt, *op. cit.*, p. 328; *Census of Agriculture, 1945*.
- 75 *New Jersey Agriculture*, March-April, 1933, p. 5.
- 76 Lipman, *loc. cit.*, p. 4.
- 77 Pitt, *op. cit.*, p. 327.



- 78 *Report of the Commissioner of Immigration, 1914* (Trenton, 1914), pp. 37-39.
- 79 Lee and Engle, *loc. cit.*, p. 482.
- 80 Commission to Investigate Employment of Migratory Children in the State of New Jersey, *Report, 1931* (Trenton, 1931), pp. 16, 99, 102.
- 81 Interview at Kenton Ave., Pitman, March 12, 1952, with Mr. J. Gurney Sholl, Supervisor of the Bureau of Migrant Labor, State Department of Labor.
- 82 Bureau of Migrant Labor, *Seventh Annual Report, 1950-1951*, pp. 5-12.
- 83 Bureau of Migrant Labor, *Report, 1945*. Report written by Mr. J. G. Sholl, Secretary-Supervisor.
- 84 Interview, March 12, 1952, with Mr. J. Gurney Sholl, Supervisor of the Bureau of Migrant Labor.
- 85 *Ibid.*
- 86 Migrant Labor Bureau, *Seventh Annual Report, 1950-1951*, p. 5. Since most of the migrant labor came into the State for so short a time and stayed in one place so briefly, it was hardly feasible to construct individual homes for each family. *Ibid.*, p. 5.
- 87 *Ibid.*, p. 8.
- 88 State College of Agriculture, *Extension Service Report, 1930*, p. 71.
- 89 Woodward and Waller, *op. cit.*, p. 492 *et seq.*
- 90 State College of Agriculture, *Extension Service Report, 1930*, pp. 70-71.
- 91 Woodward and Waller, *op. cit.*, p. 530 *et seq.*
- 92 *Ibid.*, p. 511 *et seq.*
- 93 *Asbury Park Press*, February 29, 1948.
- 94 Allen Warner, "Agriculture in New Jersey Facing an Economic Crisis, *New Jersey Municipalities*, Vol. X, No. 2 (February, 1933), p. 6.
- 95 State Department of Agriculture, *Annual Report, 1933-1934*, pp. 115-118.
- 96 State Planning Board, *Rural Tax Delinquency in New Jersey, 1929-1934* (Trenton, 1938), pp. 22-30. The Board criticized local taxation policies. Taxation of rural land, it declared, "seems to have no uniform relation to actual or potential income."
- 97 *Ibid.*, pp. 9-24.

## CHAPTER XXVIII—FOOTNOTES

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- 3 Journal of Thomas Hopkins, entry for August 11, 1780, re-

- printed in *Pennsylvania Magazine of History*, Vol. XLII (1919), pp. 46-61.
- 4 Martha Furnace Diary, entries for September 14, 1810 and August 16, 1814, typescript in Camden County Historical Society Library.
  - 5 Thomas Gordon, *Gazetteer of the State of New Jersey* (Trenton, 1834), p. 188.
  - 6 G. A. Raybold, *Annals of Methodism in West Jersey* (Philadelphia, 1847), p. 127.
  - 7 A. L. English, *History of Atlantic City* (Philadelphia, 1884), p. 66, letter signed "J. S.," written to *Philadelphia North American*, August 11, 1858.
  - 8 *Ibid.*, p. 71.
  - 9 *Ibid.*; see also Alfred Heston, *Absegami Annals* (Camden, 1904), Vol. II, p. 23.
  - 10 English, *op. cit.*, pp. 69-70.
  - 11 C. H. Cope, *Reminiscences of Charles West Cope* (London, 1891), p. 48.
  - 12 Charles K. Landis Journal, entry for August 12, 1880, in *Vineland Historical Magazine*, Vol. XXIII (August, 1938), p. 37.
  - 13 Letter in *Mt. Holly Mirror*, August 17, 1881, clipping in Cooper Scrapbook in Camden County Historical Society Library.
  - 14 See song written by Howard Whitney, of that title, copyrighted by M. Witmark and Sons, New York, in portfolio "New Jersey Songs and Music" in Princeton University Library.
  - 15 *National Standard and Salem County Advertiser*, September 14, 1853, p. 2.
  - 16 *Elmer Times*, June 30, 1888.
  - 17 *Monmouth Inquirer*, Freehold, September 1, 1855, quoted in *Highlights* (W. P. A. Magazine), Newark, Vol. I (December, 1936), p. 47.
  - 18 State Agricultural Experiment Station, *Report for 1901*, pp. 549-550.
  - 19 Charles Nash, *The Lure of Long Beach* (Long Beach, 1936), p. 161, Chapter on "The Mosquito" by Robert F. Engle.
  - 20 State Agricultural Experiment Station, *op. cit.*, p. 556.
  - 21 State Department of Conservation and Development, *Annual Report, 1917*, pp. 72, 75, 91.
  - 22 Nash, *op. cit.*, p. 161.
  - 23 Robert Engle, "The Economic Value of Mosquito Work," *New Jersey Municipalities*, Vol. X, No. 8 (November, 1933), p. 17.
  - 24 Carl Woodward and I. N. Waller, *New Jersey's Agricultural Experiment Station, 1880-1930* (New Brunswick, 1932), pp. 224-232.
  - 25 *Asbury Park Press*, July 25, 1904.
  - 26 Woodward and Waller, *op. cit.*, pp. 224-232.

- 27 *Ibid.*, p. 232.
- 28 Robert Engle, *loc. cit.*, p. 17.
- 29 *Atlantic County Record*, Mays Landing, August 11, 1917.
- 30 C. C. Engle, *Soil Survey of the Millville Area*, N. J. (Washington, 1921), p. 22.
- 31 Philip R. Goldstein, *Social Aspects of the Jewish Colonies of South Jersey* (New York, 1921), p. 38.
- 32 L. L. Lee and C. C. Engle, *Soil Surveyor of the Chatsworth Area*, N. J. (Washington, 1923), p. 483.
- 33 State Department of Conservation and Development, *Annual Report*, 1917, p. 91.
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- 36 Nash, *op. cit.*, p. 160.
- 37 Engle, *loc. cit.*, p. 19.
- 38 *Ibid.*, p. 20.
- 39 State Agricultural Experiment Station, *Annual Report*, 1926, p. 21.
- 40 *New York Times*, August 7, 1938.
- 41 *Asbury Park Press*, April 26, 1948; July 8, 1949; August 6 and August 17, 1949; December 7, 1950.
- 42 *New York Times*, March 13, 1952, p. 25.
- 43 Elizabeth Kite, *Report on Conditions in the Pine Belt* (Trenton, 1913), p. 22.
- 44 Alvin T. M. Lee, Paisley, *The Magic City, A Land Development Scheme in the New Jersey Pines Area* (New Brunswick, 1939), p. 6.
- 45 A. L. Patrick, *Soil Survey of the Camden Area* (Washington, 1917), p. 38, quoting a 1905 report.
- 46 Alden T. Cottrell, "New Jersey's Wilderness," *New Jersey Historical Society Proceedings*, Vol. LVIII (1940), p. 20.
- 47 Elizabeth Kite, "The Pineys," *The Survey*, October 4, 1913, (in State Library at Trenton) p. 14 *et seq.* Henry Beck noted "Elizabeth Kite engaged in backwoods investigations and . . . provided believe-it-or-not stories for the front page of papers over a period of many months." In the 1930's, Beck visited a "Piney" at Speedwell, near Chatsworth, Burlington County, and asked him if he had a "rough time of it getting along." The "Piney" replied, "No, you see I don't own no land. I just live here." The ownership of property implied the man was poorer for it. Beck also found a "Piney" who was not lonely; he said he was used to it. "You see, I've never lived any place more'n nine miles from here." When asked if he ever went anywhere, he said, "Sure . . . Sometimes I go to Atsion and then sometimes to Indian Mills. I generally get to one of 'em once a week." He had not been to Camden in fifteen years. (Henry Beck, *Forgotten Towns of Southern New Jersey*, pp. 128-129; p. 52; p. 75.)

- 48 Patrick, *op. cit.*, p. 38, quoting a 1905 report.
- 49 K. Braddock-Rogers, "The Bog Ore Industry in South Jersey," *Journal of Chemical Education*, Vol. VII (July, 1930), p. 1,493.
- 50 *New Jersey Highlights* (W. P. A. magazine), Vol. I (January, 1937), pp. 39-40.
- 51 K. Braddock-Rogers, *loc. cit.*, p. 1,493.
- 52 *Annual Report of the State Geologist*, 1904, pp. 277-278.
- 53 Cottrell, *loc. cit.*, p. 20; State Department of Conservation and Development, *Forest Management in New Jersey* (Trenton, 1939), p. 13.
- 54 *Atlantic City Review*, Monday, May 8, 1911; Tuesday, May 9, 1911.
- 55 Cottrell, *loc. cit.*, p. 21; Department of Conservation and Economic Development, *Forest Management* (*op. cit.*), p. 14; Department of Conservation, *2nd Annual Report of the Commissioner of Conservation, 1946-1947* (Trenton, 1948), pp. 43-44. By 1920, New Jersey was importing 20 times more lumber than she produced although 45 per cent of the land area of the state was still wooded. Cottrell, *loc. cit.*, p. 20.
- 56 State Planning Board, *Rural Tax Delinquency in New Jersey, 1929-1934* (Trenton, 1938), pp. 27, 45, 64. See map in same pamphlet, p. 27.
- 57 Alvin T. M. Lee, *op. cit.*, p. 8.
- 58 *Ibid.*, p. 8.
- 59 State Board of Conservation and Development, *Program for State Ownership of Park and Forest Land in New Jersey* (Trenton, 1938), p. 20.
- 60 John Hall, *History of Atlantic City and Atlantic County* (Atlantic City, 1900), p. 27.
- 61 Bertram Lippincott, *Historical Sketch of Batsto, New Jersey* (pamphlet, 1923), p. 10.
- 62 Letter, April 2, 1952, to writer from Gladys W. Ellsworth, Chief, Research and Statistics, Department of Conservation and Economic Development, Trenton.
- 63 *Philadelphia Inquirer*, New Jersey edition, March 22, 1952, p. 9; *Evening Bulletin*, Philadelphia, April 3, 1952; Ellsworth letter, *loc. cit.*
- 64 Alvin T. M. Lee, *op. cit.*, p. 48.
- 65 Raybold, *op. cit.*, p. 100.
- 66 George H. Cook ms. papers, in Rutgers University Library, letter to Professor Cook from Thomas Beesley, dated Dennisville, November 22, 1856. The writer added, "The Muskrat is at present the most plentiful of all the quadrupeds to the county, abounding profusely on the marshes and where a bog or meadow occurs in the interior."
- 67 George C. Warren and H. J. Burlington, *The Outdoor Heritage*



of *New Jersey* (Camden, 1937), pp. 5-24.

68 *Ibid.*, p. 24.

69 *Pitman Grove Review*, March 13, 1952, p. 7, column of J. J. Gribbins, "New Jersey: Your State and Mine."

#### CHAPTER XXIX—FOOTNOTES

- 1 Alfred M. Heston, *Handbook of Atlantic City* (Atlantic City, 1900), p. 5.
- 2 Edmund Wilson, "New Jersey," in *These United States* (Ernest Gruening, editor, New York, 1923), pp. 59-60.
- 3 Albert Hand, *A Book of Cape May* (Cape May, 1937), p. 158.
- 4 Alfred Slocum, *Atlantic City and County, N. J.* (Philadelphia, 1899), pp. 90-92.
- 5 W. J. Leonard, *Sea Bright* (pamphlet, 1903), p. 35; see also *History of Rumson*, p. 279. Both booklets are in Monmouth County Historical Association Library, Freehold.
- 6 Charles Nash, *The Lure of Long Beach* (Long Beach, 1936), p. 166.
- 7 *Atlantic Review*, January 6, 1905.
- 8 *Entertaining a Nation, the Career of Long Branch* (Long Branch, 1940), p. 121.
- 9 Interview, March 6, 1952, with Mr. Oscar Hackney, Ocean City.
- 10 Alfred Heston, *Jersey Waggon Jaunts* (Camden, 1926), Vol. I, p. 52. The name of the German-American was Mrs. Carl Voelker.
- 11 *Mays Landing Record*, September 1, 1906.
- 12 *Ibid.*, August 10, 1907.
- 13 *Entertaining a Nation*, pp. 136-137.
- 14 *Atlantic City Press*, October 11, 1946. Affidavit from the Attorney General to the Supreme Court.
- 15 *Ibid.*, May 30, 1948 issue.
- 16 *Asbury Park Press*, August 9, 1951.
- 17 *Atlantic City Press*, February 25, 1944.
- 18 *Ibid.*, September 28, 1944.
- 19 *Ibid.*, August 17 and November 24, 1945.
- 20 *Ibid.*, May 11, 1947.
- 21 *Ibid.*, August 13, 1946.
- 22 *Ibid.*, October 6, 1946.
- 23 Olive Cain, ms., "History of Mays Landing" (1952), in Social Studies Department of Glassboro State Teachers College; see also, *Mays Landing Record*, August 18, 1945.
- 24 *Atlantic Review*, April 24, 1905.
- 25 Frank Butler, *The History of Southern New Jersey* (Atlantic City Press, 1949), no pp.
- 26 Slocum, *op. cit.*, p. 106.
- 27 *Atlantic Review*, April 10 and April 11, 1905.

- 28 See copy of that song in "New Jersey Songs and Music, 1849-1926," portfolio in Princeton University Library.
- 29 *Ibid.* (Song published in 1916.)
- 30 Slocum, *op. cit.*, pp. 109-110.
- 31 *Atlantic City Press*, April, 1902, quoted in same newspaper, April 4, 1926.
- 32 Slocum, *op. cit.*, pp. 94-95.
- 33 *Atlantic Review*, Monday, April 24, 1905.
- 34 *Ibid.*
- 35 *Atlantic Press*, April, 1902, quoted in same newspaper, April 4, 1926.
- 36 *Atlantic City Press*, April, 1905, quoted in same newspaper, April 4, 1926.
- 37 *Atlantic City Press*, April 4, 1926, quoting same paper of 1910.
- 38 *Ibid.*, quoting 1913 paper.
- 39 *Ibid.*, April, 1925.
- 40 *Ibid.*, April 9, 1928.
- 41 *Ibid.*, April 29, 1943.
- 42 *Asbury Park Press*, August 26, 1928.
- 43 *Atlantic City Press*, September 4, 1951.
- 44 *Miss America Official Yearbook, Atlantic City, 1951, passim*; *Miss America Contest, Press Book, 1951*, pp. 1-5, courtesy of Miss Ruth McCandless, Beauty Pageant Bureau, Convention Hall, Atlantic City.
- 45 *Atlantic City Press*, September 5, 1951.
- 46 *Ibid.*, September 10, 1951.
- 47 *Ibid.*, September 4, 1951.
- 48 *Ibid.*, September 10, 1951, p. 13.
- 49 Slocum, *op. cit.*, pp. 72-73.
- 50 *Atlantic City Press*, December 8 and December 10, 1949; March 11, 1950; January 12 and January 27, 1950.
- 51 *Ibid.*, April 28, 1951.
- 52 *Philadelphia Inquirer*, Sunday, January, 13, 1952.
- 53 *Asbury Park Press*, August 26, 1928.
- 54 *Ibid.*
- 55 William Nelson, *The New Jersey Coast in Three Centuries* (New York, 1902), Vol. II, p. 60.
- 56 *Souvenir Programme, 1910*, Asbury Park Baby Parade; program in files in "morgue" of *Asbury Park Press*.
- 57 *Asbury Park Press*, August 26, 1928.
- 58 *Ibid.*, September 27, 1949.
- 59 *Ibid.*, September 27, 1949, quoting Roanoke, Va., paper.
- 60 *Ibid.*, September 11, 1950. "Mrs. Johnstown, Pennsylvania" was selected in 1950 as "Mrs. America."
- 61 *Entertaining a Nation*, pp. 120-121.
- 62 *Atlantic City Press*, September 4, 1951.

- 63 *Ibid.*, August 20, 1950; August 18, 1950. \*
- 64 *Ibid.*, August 20, 1950.
- 65 *Ibid.*, June 18, 1937.
- 66 *Ibid.*, July 25, 1937, quoting an 1878 ordinance.
- 67 *Mays Landing Record*, July 6, 1907.
- 68 *Atlantic City Press*, June 26, 1924.
- 69 *Ibid.*, June 14, 1923.
- 70 *Ibid.*, June 21, 1923.
- 71 *Ibid.*, August 26, 1926.
- 72 *Ibid.*, August 11, 1935.
- 73 *Ibid.*, July 12, 1938.
- 74 *Ibid.*, May 22, 1938.
- 75 *Ibid.*, July 8, 1943.
- 76 *Ibid.*, July 10 and July 17, 1939.
- 77 *Ibid.*, July 30, 1940.
- 78 *Ibid.*, June 23, 1941.
- 79 *Atlantic County Record*, Mays Landing, June 13, 1936.
- 80 *Ibid.*, July 11, 1936.
- 81 Account given to writer by Olive Cain, Mays Landing, January 26, 1952.
- 82 Morris Daniel, *The Story of Ocean Grove* (New York, 1919), pp. 48-50.
- 83 Albert Hand, *A Book of Cape May*, N. J. (Cape May, 1937), p. 138.
- 84 *Entertaining a Nation*, pp. 124-128.
- 85 Daniel, *op. cit.*, pp. 48-50. A free will offering of over \$6,000 was given Mr. Sunday, out of which he bought a summer home at Ocean Grove for an old minister who had been his friend and associate in evangelistic work. *Ibid.*
- 86 *History of Rumson, 1665-1944* (Asbury Park, 1944), p. 92.
- 87 *Time Magazine*, May 17, 1937; *Asbury Park Press*, February 16, 1941.
- 88 *Asbury Park Press*, September 9, 1934.
- 89 *Ibid.*, December 12, 1934.
- 90 *Ibid.*, September 8, 1935.

#### CHAPTER XXX—FOOTNOTES

- 1 Charles Nash, *The Lure of Long Beach* (Long Beach, 1936), p. 128.
- 2 William Nelson, *The New Jersey Coast in Three Centuries* (New York, 1902), Vol. II, p. 60.
- 3 *Ibid.*, Vol. II, p. 98.
- 4 *Ibid.*, Vol. II, p. 99.
- 5 *Ibid.*, Vol. II, p. 100.
- 6 William Fischer, *Biographical Cyclopaedia of Ocean County* (Phila-

- delphia, 1899), p. 79.
- 7 Gustav Kobbé, *The New Jersey Coast and Pines* (Short Hills, 1889), p. 66.
  - 8 *Ibid.*, p. 68.
  - 9 *Ibid.*
  - 10 Department of Conservation and Economic Development, *Compendium of New Jersey Game Laws*, 1951.
  - 11 Kobbé, *op. cit.*, p. 68.
  - 12 A. M. Heston, *Handbook of Atlantic City* (Atlantic City, 1900), p. 28.
  - 13 *Ibid.*, p. 131.
  - 14 Asbury Park Fishing Club, *Yearbook*, 1918 (no pp.; personal reminiscence of Nelson J. Schoen, "Taking Channel Bass, 1917"); booklet in files of *Asbury Park Press*.
  - 15 Nash, *op. cit.*, pp. 128-129.
  - 16 *Ibid.*, pp. 128-129, 132.
  - 17 Robert Sim, *Pages from the Past of Rural New Jersey* (Trenton, 1949), pp. 83-89.
  - 18 Nash, *op. cit.*, pp. 132-140, David Engle's account of tuna fishing.
  - 19 *Asbury Park Press*, May 6, 1951.
  - 20 Nash, *op. cit.*, pp. 165-166.
  - 21 W. J. Leonard, *Sea Bright* (pamphlet, 1903), p. 35. Pamphlet in Monmouth County Historical Association Library. See also, Nelson, *op. cit.*, Vol. II, pp. 19-20.
  - 22 *Entertaining a Nation, the Career of Long Branch* (Long Branch, 1940), p. 193.
  - 23 Nash, *op. cit.*, pp. 165-166.
  - 24 Nelson, *op. cit.*, pp. 19-20. 1902 account.
  - 25 *Ibid.*, Vol. II, p. 20.
  - 26 *Ibid.*
  - 27 *Ibid.*
  - 28 *Asbury Park Press*, Dec. 4, 1932.
  - 29 *Ibid.*, December 11, 1927; January 20, 1948; January 16, 1949.
  - 30 *Atlantic County Record*, Mays Landing, January 9, 1915; Alfred Heston, *South Jersey* (New York, 1924), Vol. I, p. 261.
  - 31 Department of Army, Corps of Engineers, *The Intracoastal Waterway*, Part I (Washington, January, 1948), pp. 9-10.
  - 32 *Asbury Park Press*, July 26, 1950; see also issue for July 11, 1938.
  - 33 *Ibid.*, July 20 and July 26, 1950.
  - 34 *Ibid.*, editorial, May 31, 1951.
  - 35 *Atlantic City Press*, February 11, 1951.
  - 36 Department of Conservation, *Second Annual Report of the Commissioner of Conservation, 1946-1947* (Trenton, 1948), p. 74.
  - 37 Department of Conservation and Economic Development, *Review of New Jersey Business*, Vol. VI, No. 2 (July, 1950), p. 2.
  - 38 *Entertaining a Nation*, p. 134.



- 39 *Review of New Jersey Business*, *op. cit.*, p. 2.
- 40 Board of Commerce and Navigation, *Report on the Erosion and Protection of New Jersey Beaches* (Trenton, 1930), p. 23.
- 41 *Second Annual Report of the Commissioner of Conservation, 1946-1947* (Trenton, 1948), p. 74.
- 42 *Ibid.*, pp. 75-76.
- 43 *Review of New Jersey Business*, *op. cit.*, p. 2.
- 44 *Asbury Park Press*, January 23, 1949.
- 45 *Evening Bulletin*, Philadelphia, March 19, 1952; *New York Times*, May 29, 1952, p. 29, statement of Col. Earl E. Gesler, President of the United States Beach Erosion Board, Corps of Engineers, Philadelphia, in address at Atlantic City before the members of the American Shore and Beach Preservation Association.
- 46 Board of Commerce and Navigation, *op. cit.*, p. 23.
- 47 *Atlantic City Press*, April 13, 1950.
- 48 *Ibid.*, April 25, 1950.
- 49 *Ibid.*, February 11, 1951.
- 50 *Entertaining a Nation*, p. 134.
- 51 *Asbury Park Press*, January 23, 1949.
- 52 *Ibid.*, February 2, 1951.
- 53 Department of Conservation and Economic Development, *Laws of New Jersey Relating to Forests and Parks* (Trenton, 1936), p. 29.
- 54 *New York Times*, July 10, 1951, p. 18.
- 55 *Ibid.*, Sunday, September 24, 1950.
- 56 *Ibid.*, January 11, 1952.
- 57 Richard Thruelsen, "Forgotten Island," *Saturday Evening Post*, November 18, 1950, p. 35, p. 181.
- 58 *Ibid.*, p. 180. The botanist at the New Jersey College for Women estimated that there were more than 150 varieties of plant life on the ten mile strip. Some of them, such as the Oriental sedge grass, found there on the dunes, were considered "botanical DP's which can't be explained." *Ibid.*
- 59 *Ibid.*, p. 181.
- 60 *Ibid.*
- 61 *Ibid.*, pp. 180-181. Pearl Buck was one of the leaseholders or shackers. Privacy was the most respected institution on the peninsula, which boasted only six telephones in 1950. Fresh water could be found, from 10 to 20 feet under the surface of the sand. For food, mail, or drinks, the neighboring resort of Seaside Park could be visited. *Ibid.*
- 62 *Ibid.*, p. 35.
- 63 *New York Times*, January 11, 1952.
- 64 *Philadelphia Inquirer*, March 22, 1952; interview, March 23, 1952, with Assemblyman Milton L. Silver, Clayton, Gloucester County; letter to writer, dated April 2, 1952, from Gladys W. Ellsworth.

Chief, Research and Statistics, Department of Conservation and Economic Development, Trenton.

- 65 E. L. Gerber, "Industrial Development in a Resort Area," *Review of New Jersey Business*, Vol. VI, No. 2 (July, 1950).
- 66 *Census of 1900, Manufacturing; Census of Manufacturing, 1947.*
- 67 Gerber, *loc. cit.*, p. 6, quoting data from Division of Employment Security, Department of Labor and Industry, Trenton.
- 68 *Ibid.*
- 69 *Ibid.*
- 70 *Abstract of the 1910 Census* (Washington, 1913), p. 532; *Abstract of the 1920 Census.*
- 71 Board of Public Utility Commissioners, *Report on the Consolidation of Railroad Service in Southern New Jersey* (Newark, 1931), p. 9 *et seq.*
- 72 Gerber, *loc. cit.*, p. 6.
- 73 *Census of 1900, Manufactures*; Board of Chosen Freeholders, *A Sketch of Monmouth County, 1683-1929; Census of Manufacturing, 1947.*
- 74 Board of Chosen Freeholders, *op. cit.*
- 75 Lewis Historical Publishing Company, *History of Monmouth County* (New York, 1922), Vol. I, p. 232.
- 76 *Entertaining a Nation*, p. 124.
- 77 *Ibid.*, pp. 131-132.
- 78 Bureau of the Census, *Service Establishments, 1939*, p. 575.
- 79 *Entertaining a Nation*, p. 140.
- 80 *Ibid.*, p. 133.
- 81 *Atlantic County Record*, Mays Landing, issues for January 2, June 25, November 26, December 17, and December 31, 1932.
- 82 *Ibid.*, Saturday, March 7, 1936 issue.
- 83 Albert Hand, *A Book of Cape May* (Cape May, 1937), p. 183.
- 84 *Asbury Park Press*, issues for February 21, 1938; August 16, 1944; May 13, 1945; *Census of 1950, Population, Volume I.*
- 85 *Atlantic City Review*, April 11, 1911.
- 86 *Compendium of the Censuses* (Trenton, 1905); *Census of 1950, Population, Vol. I.*
- 87 Letter, January 30, 1952, to writer from Mr. Paul M. Cope, Hotel Morton, Atlantic City. Mr. Cope in 1952 was President of the Atlantic County Historical Society. "Good roads and a car make the suburbs but a few minutes away."
- 88 *Compendium of the Censuses* (Trenton, 1905); *Census of 1950, Population, Vol. I.*
- 89 *Census of Religious Bodies, 1936, Vol. I.*
- 90 *Ibid.*; *Census of Religious Bodies, 1906, Part II*, p. 339.
- 91 *Ibid.*
- 92 *Census of Religious Bodies, 1926, Vol. I.*

CHAPTER XXXI—FOOTNOTES

- 1 Albert Hand, *A Book of Cape May* (Cape May, 1937), p. 163.
- 2 Alfred Heston, *South Jersey* (New York, 1924), Vol. II, p. 530.
- 3 *Ibid.*, Vol. II, pp. 601-602.
- 4 *Ibid.*
- 5 Hand, *op. cit.*, pp. 161-162.
- 6 Heston, *op. cit.*, Vol. II, pp. 601-602.
- 7 Hand, *op. cit.*, p. 163.
- 8 *Ibid.*
- 9 *Atlantic County Record*, Mays Landing, July 10, 1915.
- 10 *Ibid.*, September 28, 1929.
- 11 Olive Cain, ms., "Mays Landing" (1952), in State Teachers College Library, Glassboro.
- 12 Charles Nash, *The Lure of Long Beach* (Long Beach, 1936), p. 159.
- 13 Heston, *op. cit.*, Vol. I, p. 263.
- 14 *Ibid.*, Vol. I, p. 264.
- 15 *Ibid.*; see also *Asbury Park Press*, July 12, 1949.
- 16 Heston, *op. cit.*, Vol. I, p. 266.
- 17 *Ibid.*
- 18 Public Relations Office, Fort Monmouth, N. J., "Fort Monmouth Today" (1942), pp. 25-26. Pamphlet in files in "morgue" of the *Asbury Park Press*.
- 19 Nash, *op. cit.*, p. 72.
- 20 *Asbury Park Press*, August 14, 1938.
- 21 Heston, *op. cit.*, Vol. I, p. 262.
- 22 *Ibid.*, Vol. I, p. 264.
- 23 *Atlantic City Gazette-Review*, May 3, 1918; May 9, 1918.
- 24 *Ibid.*, May 3, 1918.
- 25 Heston, *op. cit.*, Vol. I, p. 261.
- 26 *Atlantic City Gazette-Review*, May 4, 1918.
- 27 *Atlantic County Record*, Mays Landing, June 5, Sept. 1, 1917.
- 28 *Ibid.*, May 24, 1917.
- 29 *Atlantic City Gazette-Review*, May 4, 1918.
- 30 Heston, *op. cit.*, Vol. I, p. 262. The draftee was Clarence Brown of Waretown.
- 31 *Atlantic County Record*, Mays Landing, February 28, 1942.
- 32 Data obtained by writer, March 19, 1952, from Colonel John H. Ahrens, New Jersey Department of Defense, Trenton.
- 33 *Atlantic City Press*, September 14, 1941; see also issue for November 14, 1931.
- 34 *Ibid.*, issues for November 29, 1935; September 20, 1937; April 13, 1938; November 7, 1938; and November 24, 1939.
- 35 *Ibid.*, issues for June 27, July 22, August 2, October 7, December 30, 1940; and February 13, February 17, May 25 and September 17, 1941.

- 36 Letter, dated February 26, 1952, to writer from Public Relations Office, Coast Guard Training Station, Cape May.
- 37 *Atlantic County Record*, Mays Landing, January 17, 1942; *Atlantic City Press*, December 21 and December 24, 1941.
- 38 *Atlantic County Record*, August 25, 1945.
- 39 Olive Cain ms., *op. cit.*, p. 14.
- 40 *Atlantic County Record*, January 3, 1942.
- 41 Olive Cain ms., *op. cit.*
- 42 *Atlantic City Press*, issues for May 29, June 11, June 20, July 17, August 13, October 12, November 4, 1943; for August 21 and October 31, 1945; and for May 13, 1946.
- 43 *Ibid.*, issues for April 23 and October 13, 1943; and for March 31, 1944.
- 44 *Ibid.*, issues for May 7, 1946 and for November 10, 1948.
- 45 *Monmouth County Democrat*, Freehold, April 6, 1933; *Asbury Park Press*, February 1, 1942.
- 46 *Atlantic City Press*, April 17, 1936.
- 47 *Ibid.*, issues for January 26, 1926; April 17 and May 8, 1936; February 27 and October 13, 1941; April 7, 1942; *Asbury Park Press*, issues for February 16, 1941; April 8, 1942; and May 5, 1950.
- 48 *Asbury Park Press*, issues for October 23, 1948; March 25, August 8, 1951.
- 49 *New York Times*, March 19, 1952, Hanson Baldwin article.
- 50 Richard Thruelsen, "Forgotten Beach," *Saturday Evening Post*, November 18, 1950, p. 180.
- 51 *Atlantic City Press*, issues for July 24, July 25 and August 7, 1943; *Asbury Park Press*, issues for August 7 and August 8, 1944.
- 52 Public Relations Office, Fort Monmouth, "Fort Monmouth Today" (1942), pp. 25-26. Pamphlet in "morgue" of *Asbury Park Press*.
- 53 *Asbury Park Press*, May 17, 1949.
- 54 *Ibid.*, issues for January 6 and June 21, 1951.
- 55 *New York Times*, February 3, 1952, p. 6.
- 56 *Asbury Park Press*, September 9, 1942, January 5, 1943; *Ocean Grove Times*, May 29, 1942. Clippings in Monmouth County Historical Association Library, Freehold.
- 57 *Asbury Park Press*, October 6, 1942.
- 58 *Ibid.*, July 31, 1943.
- 59 *Atlantic City Press*, February 12, 1942.
- 60 *Ibid.*, February 7, 1942, seaman's description.
- 61 *Asbury Park Press*, June 8 and July 3, 1942. Clippings in Monmouth County Historical Association Library.
- 62 *Atlantic County Record*, Mays Landing, March 11, 1942.
- 63 *Asbury Park Press*, March 26, 1942.
- 64 *Ibid.*, November 1, 1943.
- 65 *Ibid.*, February 28, 1942.



- 66 *Ibid.*, December 19, 1941.
- 67 *Ibid.*, January 30, 1942.
- 68 *Ibid.*, April 14, 1942.
- 69 *Ibid.*, April 14 and May 4, 1942.
- 70 *Neptune City in World War II*, pamphlet published by Neptune City, 1944, in Monmouth County Historical Association Library, Freehold.
- 71 *Atlantic County Record*, Mays Landing, May 12, 1945.
- 72 *Asbury Park Press*, August 15, 1945.

FOOTNOTES FOR THE EPILOGUE

- 1 *New York Sunday Times*, May 7, 1950, p. 19 of the Travel Section.
- 2 *Ibid.*
- 3 *Ibid.*
- 4 E. L. Gerber, in Department of Conservation and Economic Development, *Review of New Jersey Business*, Vol. VI, No. 2 (July, 1950), p. 5.
- 5 *Ibid.*, p. 8.
- 6 Figures obtained from Mrs. Gladys Ellsworth, Chief, Research and Statistics, of New Jersey Department of Conservation and Economic Development and from *Census of Business, 1948*. Amusements also rated high in the recreational business figures. The 1948 returns disclosed that Atlantic County listed 117 establishments with a total gross annual income of \$10,022,000, while Monmouth County had 186 amusement places with an income of \$8,987,000; Ocean County reported 131 with \$1,649,000, and Cape May, 81, with \$2,020,000. *Ibid.*
- 7 Prediction in *Atlantic City Press*, October 18, 1931.
- 8 Gerber, *loc. cit.*, p. 8. In the period from 1940 to 1949, the supply of available dwelling units in the shore resort area increased 21 per cent; the rise was most marked in Ocean County resorts, whose increase, excluding Lakewood, was nearly 40 per cent; Atlantic County, excluding Atlantic City, was next with nearly 22 per cent; Monmouth County reported a rise of approximately 17 per cent, and Cape May, one of about 15 per cent. *Ibid.*
- 9 "By 1960," predicted one sociologist to an Atlantic City business men's group in 1952, "your marshland lots will grow into villages." (Professor Samuel E. Witchell of the New Jersey State Teachers College at Glassboro, in a speech to Kiwanis Club, quoted in *Atlantic City Press*, January 25, 1952.)
- 10 "Reprise," taken from E. H. Stokes, *Ocean Grove, Its Origins and Progress* (Philadelphia, 1874), p. 59. Pamphlet in the Pennsylvania Historical Society Library, Philadelphia.
- 11 William Nelson, *The New Jersey Coast in Three Centuries* (New York, 1902), Vol. II, p. 243.



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APPENDIX A  
WORLD WAR II CASUALTY LISTS

*(Courtesy of Adjutant General's Office, Department of  
Defense, Trenton, New Jersey)*

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# APPENDIX A WORLD WAR II CASUALTY LISTS

(Courtesy of Adjutant General's Office, Department of  
Defense, Trenton, New Jersey)

## WORLD WAR II CASUALTY LIST, ATLANTIC COUNTY, NEW JERSEY

<i>Name and Address:</i> <i>Next of Kin:</i>	<i>Serial Number:</i>	<i>Branch of Service:</i>	<i>Rank:</i>	<i>Finding of Death:</i>
ACCIARITO, Benjamin 937 N. Third St., Hammonton Lana Dati, 732 Hoffman St., Philadelphia, Pennsylvania	32 361 619	Army	Private	Killed in action
ACKERMAN, Thomas M. 38 S. Raleigh Ave., Atlantic City	01 580 551	Army	Captain	Died non-battle
ADELMAN, Seymour L. 4009 Ventnor Ave., Ventnor	12 010 960	Army	Staff Sergeant	Finding of death
AKARMAN, Thomas H. 155 Bay View Drive, Absecon	0 435 665	Army	Second Lieut.	Finding of death
ANDERSEN, Charles R. D. 2, Mays Landing	12 010 819	Army	Staff Sergeant	Killed in action
ANDERSON, James 711 Atlantic Ave., Atlantic City	12 011 492	Army	Sergeant	Died non-battle
ANDREWS, Daniel W. 221 Chestnut St., Pleasantville	32 266 808	Army	Staff Sergeant	Died non-battle
ANTONELLI, Basil Box 214, Landisville	01 170 270	Army	First Lieut.	Killed in action
ARCHER, Charles J. 226 N. New Hampshire Ave., Atlantic City	12 010 245	Army	Private, 1st class	Died of wounds
BAKER, William F. 126 N. Massachusetts Ave., Rear, Atlantic City Mother: Mrs. Martha Baker 108 Wootton Ave., Atlantic City	32 263 966	Army	Private, 1st class	Killed in action
BARAB, Bernard R. J. 2 S. States Ave., Atlantic City	0 796 643	Army	First Lieut.	Killed in action
BARATTA, Joseph A. Sovereign Court, Apt., C-3 Chelsea Village, Atlantic City	32 264 010	Army	Private	Died non-battle
BARBETTO, Louis C. 240 Liverpool, Egg Harbor Mother: Mrs. Olga DiGregorio 240 Liverpool Ave., Egg Harbor	32 070 077	Army	Staff Sergeant	Died of wounds

WORLD WAR II CASUALTY LIST, ATLANTIC COUNTY, NEW JERSEY (*continued*)

<i>Name and Address: Next of Kin:</i>	<i>Serial Number: Branch of Service:</i>	<i>Rank:</i>	<i>Finding of death:</i>
BARUCH, Benjamin Mother: Mrs. Ray Baruch Atlantic City	6 714 606 Army	Corporal	Killed in action
BENT, Richard P. 225 N. Chelsea Ave., Atlantic City	12 010 460 Army	Technician 4	Died of wounds
BERTOLDI, Allen C. 237 N. Montpelier Ave., Atlantic City Wife: Mrs. Pearl E. Bertoldi 237 N. Montpelier Ave., Atlantic City	42 085 541 Army	Private	Killed in action
BINES, Junius W. 18 N. Delaware Ave., Atlantic City Mother: Mrs. Hattie Bines 14 Carfard St., Newark	32 075 596 Army	Private	Died non-battle
BLACKMAN, Robert 220 N. Texas Ave., Atlantic City	6 714 654 Army	Private, 1st class	Killed in action
BLANCHARD, Ray M., Jr. Wife: Mrs. Angelia Blanchard 53 Main Rd., Hammonton	Navy	Aviation Metal- smith, 2nd class	
BLASCHKE, Russell M. RFD, Odessa Ave., Egg Harbor	32 481 570 Army	Private, 1st class	Killed in action
BLOOMINGDALE, Joseph Pacific Ave., Minotola Mother: Mrs. Eveline Bloomingdale, Same address	32 266 721 Army	Private, 1st class	Killed in action
BONELLO, Raymond A. 120 N. Morris Ave., Atlantic City	13 175 436 Army	Private, 1st class	Died non-battle
BOWEN, Lewis S., 14 W. Delilah Rd., Pleasantville	2 664 840 Army	Tech. Sergeant	Died non-battle
BOWES, Albert B. 5 S. Lafayette Ave., Ventnor City Father: Mr. Paul Bernard Bowes—same address	32 263 794 Army	Private, 1st class	Killed in action
BOYCE, Paul C., 534 Shore Rd., Absecon Father: Mr. James M. Boyce, same address	32 066 698 Army	Corporal	Died non-battle

WORLD WAR II CASUALTY LIST, ATLANTIC COUNTY, NEW JERSEY (*continued*)

<i>Name and Address:</i> <i>Next of Kin:</i>	<i>Serial Number:</i> *	<i>Branch of Service:</i>	<i>Rank:</i>	<i>Finding of Death:</i>
BOYLE, Francis P. 102 N. Lancaster Ave., Margate	32 749 647	Army	Private	Killed in action
BOYSEN, Frederick O. 135 London Ave., Egg Harbor Father: Mr. Otto Boysen, same address	01 300 924	Army	Second Lieut.	Killed in action
BOZZELLI, Anthony F. 9 N. Florida Ave., Atlantic City Mother: Mrs. Barbara Bozzelli, same address	32 265 364	Army	Corporal	Killed in action
BREDER, John A. 140 Buffalo Ave., Egg Harbor Mother: Mrs. John F. Breder, same address	32 954 100	Army	Private, 1st class	Died of wounds
BREY, James 702 Atlantic Ave., Atlantic City	32 955 698	Army	Sergeant	Killed in action
BROGAN, Thomas G. Boston Court, Chelsea Village, Atlantic City	0 915 211	Army	Major	Died non-battle
BROWN, Robert M. 30 W. Ridgewood Ave., Pleasantville	01 287 657		Second Lieut.	Killed in action
BURKE, John J., Jr. 43 S. Congress Ave., Atlantic City Parents: Mr. & Mrs. John J. Burke, Sr., 714 Hedge Court, Atlantic City	244 97 19	Naval Reserve	Aviation Radio- man, 3rd class	
BURKIN, Joseph L. Atlantic County	0 795 451	Army	Second Lieut.	Killed in action
BURNS, Harry B. 418 S. Shore Rd., Absecon	13 044 534	Army	Tech. Sgt.	Finding of death
BYRNE, John R. 45 S. Anapolis Ave., Atlantic City	32 265 313		Staff Sergeant	Died non-battle
CANIGLIO, Stanley C. 433 Harrisburg Ave., Atlantic City	0 784 296	Army	Second Lieut.	Killed in action
CAPONE, Jerry J. 2200 Arctic Ave., Atlantic City	32 369 361	Army	Private, 1st class	Killed in action

WORLD WAR II CASUALTY LIST, ATLANTIC COUNTY, NEW JERSEY (*continued*)

<i>Name and Address:</i>	<i>Serial Number:</i>	<i>Branch of Service:</i>	<i>Rank:</i>	<i>Finding of Death:</i>
<i>Next of Kin:</i>				
Mother: Mrs. Carmelia Capone, same address				
CAPORALE, Ernest F. 501 Orchard St., Hammonton	32 752 963	Technician 4 Army		Killed in action
Father: John Caporale, same address				
CARCILLI, John B. 119 N. Houston Ave., Atlantic City	32 241 704	Private Army		Died of wounds
CARR, Howard G. 17 N. Madison Ave., Atlantic City	01 633 739	Captain Army		Died non-battle
CARTY, Stanley P. Bargaintown Rd., RFD 3 Pleasantville	32 240 628	Staff Sergeant Army		Killed in action
Next of kin: Raymond Carty, same address				
CASE, John R. Box 225, First Ave., Absecon	243 90 66	Seaman, Navy	2nd class	
Father: William T. Case same address				
CASEY, Lawrence J. 4 S. Texas Ave., Atlantic City	32 263 981	Tech. Sergeant Army		Killed in action
Mother: Mrs. John D. Costa New Gretna, New Jersey				
CENTURIONE, Joseph 180-11th St., Hammonton	02 055 204	First Lieut. Army		Killed in action
Father: M. Berino Centurione, same address				
CHAMBERS, Jesse J., Jr. 217 Sewell Ave., Atlantic City	42 113 170	Private, Army	1st class	Killed in action
Wife: Mrs. Martha F. Chambers, same address				
CHANCEY, Joseph V. Wife: Mrs. Verna M. Chancey 1731 Atlantic Ave., Atlantic City		Navy	Electrician's Mate, 3rd class	
CHOINACKI, Theodore V. 17 N. Brighton Ave., Brother: Robert T. Choinacki, same address	Marine Corps	Private, 1st class		



## WORLD WAR II CASUALTY LIST, ATLANTIC COUNTY, NEW JERSEY (continued)

Name and Address: Next of Kin:	Serial Number: Branch of Service:	Rank:	Finding of Death:
CLARK, Allan E. 339 N. Massachusetts Ave., Atlantic City Mother: Mrs. Lilly Clark, same address	32 268 758 Army	Private	Died non-battle
CLARK, Harry P. 615 Shore Road, Somers Point Father: Mr. Harry G. Clark, same address	243 86 40 Navy	Fireman, 1st class	
CLEMENTS, William A. 557 Grape St., Hammonton Wife: Mrs. Stephana F. Clements, same address	32 265 183 Army	Tech. Sergeant	Killed in action
CLINTON, Edward J. 112 Houston Ave., Atlantic City	6 978 526 Army	Private	Died non-battle
COHEN, Louis Apartment A-1 15 S. States Ave., Atlantic City	01 292 661 Army	First Lieut.	Killed in action
CONNELLY, Richard B. 135 E. Adams Ave., Pleasantville	0 520 190 Army	Second Lieut.	Died non-battle
CONOVER, Stanley C. 218 Ohio Ave., Absecon	12 212 103 Army	Private, 1st class	Died non-battle
CONROY, Thomas F. 1923 Atlantic Ave., Atlantic City Father: Mr. Thomas Conroy same address	650 08 34 Naval Reserve	Seaman, 2nd class	
CORSI, James V. Atlantic County	32 506 485 Army	Private, 1st class	Killed in action
CREAR, Alden M. Atlantic County	6 703 048 Army	Master Sergeant	Died non-battle
CROWE, Francis X. 16 N. Washington Ave., Margate Mother: Mrs. Ellen M. Crowe, same address	32 074 078 Army	Sergeant	Died of wounds
CULLIGAN, Edward J. 2014 Pacific Ave., Atlantic City Mother: Mrs. Anna Culligan same address	32 483 066 Army	Private, 1st class	Died non-battle

WORLD WAR II CASUALTY LIST, ATLANTIC COUNTY, NEW JERSEY (*continued*)

<i>Name and Address:</i> <i>Next of Kin:</i>	<i>Serial Number:</i> <i>Branch of Service:</i>	<i>Rank:</i>	<i>Finding of Death:</i>
CURTIS, Anthony L. 14 N. Vassar Ave., Ventnor City Mother: Mrs. Marie E. Curtis, same address	32 364 121	Corporal	Died non-battle
CUTICCHIA, Daniel T. 2315 Atlantic Ave., Atlantic City	01 289 874 Army	First Lieut.	Died non-battle
DAILEY, William J., Jr. Parents: Mr. & Mrs. William J. Dailey, Sr. 2825 Arctic Ave., Atlantic City	USMCR	Private, 1st class	
DALEY, Joseph F. 117 S. Main St., Pleasantville	12 010 451 Army	Private	Died non-battle
DARNALL, William E. Atlantic County	32 067 412 Army	Private, 1st class	Died non-battle
DAVIES, Alexander L. 127 N. North Carolina Ave., Atlantic City Mother: Mrs. Marjorie Davies Box 16, Wrightstown, N. J.	32 756 287 Army	Private, 1st class	Finding of death
DAVISON, Maurice J. 419 Ohio Ave., Atlantic City	12 010 492 Army	Private	Died non-battle
DAYTON, Edward M., Jr. 1025 Venice Ave., Atlantic City Parents: Mr. & Mrs. Edward M. Dayton, Sr. 214 N. Missouri Ave., Atlantic City	405 30 99 Navy	Seaman, 2nd class	
DE FRANCISCO, A. B. Atlantic County	32 486 651 Army	Corporal	Died non-battle
DE LUCA, Daniel G., Jr. 3702 Atlantic Ave., Atlantic City Parents: Mr. & Mrs. Daniel De Luca, same address	278 018 Naval Reserve	Ensign	
DEMAN, Lievin A. Mother: Mrs. Octavia Deman Route 1, Bremen Ave., Egg Harbor City	32 484 379 Army	Sergeant	Killed in action

WORLD WAR II CASUALTY LIST, ATLANTIC COUNTY, NEW JERSEY (*continued*)

<i>Name and Address:</i>	<i>Serial Number:</i>			
<i>Next of Kin:</i>	<i>Branch of Service:</i>	<i>Rank:</i>	<i>Finding of Death:</i>	
DENNERY, John E. 122 S. Bellevue Ave., Atlantic City Father: Mr. Thomas H. Dennery, same address	244 20 72 Navy	Seaman, 1st class		
DE ROSA, William A. Mays Landing Rd., Milmay	6 874 659 Army	Sergeant	Died non-battle	
DE VINE, Francis A. 120 S. Arkansas Ave., Atlantic City	32 073 647 Army	Private	Died non-battle	
DI PASQUALE, John J. 2305 Arctic Ave., Atlantic City Father: Mr. Joseph Di Pasquale, same address	32 756 594 Army	Private	Killed in action	
DOBSON, Leslie G. Mother: Mrs. Mary E. Dobson 105 Vermont Terrace Atlantic City	Naval Reserve	Ship's Cook, 3rd class		
DOMENICO, Albert A. 408-12th St., Hammonton Father: Mr. Anthony Domenico, same address	32 759 371 Army	Private	Died of wounds	
DOUGHERTY, Joseph F. 2418 Arctic Ave., Atlantic City Brother: John Dougherty, same address	716 61 68 Naval Reserve	Seaman, 2nd class		
DUNBAR, Harry J. 14 N. New Jersey Ave., Atlantic City Parents: Mr. & Mrs. John Dunbar, same address	650 63 23 Naval Reserve	Coxswain		
DURKIN, George D. 6803 Atlantic Ave., Ventnor City Mother: Mrs. Elizabeth Durkin same address	32 486 755 Army	Technician 5	Killed in action	
DURKIN, Joseph L. 6803 Atlantic Ave., Ventnor City Mother: Mrs. Elizabeth A. Durkin, same address	0 795 451 Army	Second Lieut.	Killed in action	
DYKES, Malcolm K., Jr. 1737 Grant Ave., Atlantic City	32 756 226 Army	Private, 1st class	Died non-battle	

WORLD WAR II CASUALTY LIST, ATLANTIC COUNTY, NEW JERSEY (*continued*)

<i>Name and Address:</i>	<i>Serial Number:</i>	<i>Rank:</i>	<i>Finding of Death:</i>
<i>Next of Kin:</i>	<i>Branch of Service:</i>		
Mother: Mrs. Cordia Dykes, same address			
EASTBURN, Edward F. 815 Atlantic Ave., Atlantic City	32 958 976 Army	Private	Died of wounds
Dorothea Beaton Eastburn same address			
EBY, Raymond Box 5, Jackson Rd., Newtonville	32 958 795 Army	Private	Killed in action
Mother: Mrs. Gertrude M. Eby, same address			
ELIASON, Edmund L., Jr. 701 Shore Rd., Somers Point	0 415 233 Army	First Lieut.	Killed in action
ESPOSITO, Benjamin 327 E. Pleasant St., Hammonton	32 240 728 Army	Private, 1st class	Killed in action
Father: Anthony Esposito O'Donnell Apts., Hammonton			
ESPOSITO, Joseph C. 110 Beach St., Hammonton	246 55 58 Navy	Seaman, 1st class	
Parents: Mr. & Mrs. Nicholas Esposito, same address			
EVENSEN, Merle J. Brother: Harry L. Evensen 14 S. New Hampshire Ave., Atlantic City	Navy	Machinist's Mate, 2nd class	
FACCHIANO, Alfred J. Mother: Mrs. Mary Urgo 945 Central Ave., Hammonton	Marine Corps Reserve	Private, 1st class	
FARLEY, Rudolph J. 5007 Ventnor Ave., Ventnor Wife: Mrs. Florence S. Farley 31 Somers Ave., Somers Point	650 53 81 Naval Reserve	Quartermaster, 2nd class	
FEHRLE, William H. 4th & Massachusetts Aves., Somers Point Mother: Mrs. Margaret Fehrle, same address	32 749 606 Army	Sergeant	Died non-battle
FIELDS, James H. 6414 Monmouth Ave., Ventnor City	32 951 245 Army	Technician 5	Died non-battle
FITZPATRICK, Edward T. 1506 Belfield Ave., Atlantic City	838 660 Marine Corps Reserve	Private, 1st class	





WORLD WAR II CASUALTY LIST, ATLANTIC COUNTY, NEW JERSEY (*continued*)

<i>Name and Address:</i>	<i>Serial Number:</i>			<i>Finding of Death:</i>
<i>Next of Kin:</i>	<i>Branch of Service:</i>	<i>Rank:</i>		
GILPIN, George W. Mother: Mrs. Olga M. Gilpin Atlantic City	0 790 651 Army	First Lieut.		Killed in action
GIUNTA, Paul 707 Calhoun St., Mays Landing Mother: Mrs. Elizabeth Giunta same address	457 875 Marine Corps Reserve	Sergeant		Killed in action
GLACKIN, James J. 1520 Atlantic Ave., Apt. 11 Atlantic City Sister: Lavinia Morton 229 Penn St., Atlantic City	32 756 238 Army	Sergeant		Killed in action
GOETZ, Carl A. 633 Park Rd., Mays Landing	32 756 131 Army	Private		Died of wounds
GOLDBERG, Bernard Mother: Mrs. Esther D. Goldberg 118 S. Vermont Ave., Atlantic City	12 010 513 Army	Private		Killed in action
GOLDSTEIN, Morton 622 Pacific Ave., Atlantic City Father: Morris Goldstein, same address	42 081 384 Army	Private, 1st class		Killed in action
GREEN, James Wife: Mrs. Ruth Green 322 N. Kentucky Ave., Atlantic City	Navy	Chief Cook		
GREER, Robert J. 243 N. Massachusetts Ave., Atlantic City	6 695 350 Army	Staff Sergeant		Died non-battle
GROEBER, Frank P. Risley, N. J. Father: Frank O. Groeber Risley, N. J.	32 263 869 Army	Sergeant		Killed in action
GRUCCIO, Thomas 119 Oak Rd., Vineland Also shown as Atlantic County	32 264 304 Army	Private, 1st class		Killed in action
HAINES, Norris E. Mother: Mrs. Emma S. Carter 1111 Arctic Ave., Atlantic City	01 303 332 Army	First Lieut.		Killed in action
HAND, Albert J. 25 W. Merion Ave., Pleasantville	32 956 138 Army	Private, 1st class		Killed in action

WORLD WAR II CASUALTY LIST, ATLANTIC COUNTY, NEW JERSEY (*continued*)

*Name and Address:*                      *Serial Number:*  
*Next of Kin:*                      *Branch of Service:*   *Rank:*            *Finding of Death:*

Wife: Mrs. Ethel M. Hand 421 S. Main St., Pleasantville				
HAND, Francis E.	0 385 280	Captain		Killed in action
Wife: Mrs. Idella C. Hand 18 N. Providence Ave., Atlantic City	Army			
HANKIN, Morris	0 687 943	Second Lieut.		Finding of death
Father: Mr. Sol Hankin 500 N. New Hampshire Ave., Atlantic City	Army			
HARBISON, Walter E.	32 951 229	Private		Killed in action
6 S. Wissahickon Ave., Ventnor City	Army			
Mother: Mrs. Mary Harbison, same address				
HELDER, Arthur R.	0 785 666	Second Lieut.		Killed in action
12 East Walnut Ave., Pleasantville	Army			
HELLESTOL, Olav T.	32 955 716	Private, 1st class		Killed in action
14 S. Sovereign Ave., Atlantic City	Army			
Wife: Mrs. Margaret Hellestol, same address				
HERSCH, Montrose	0 801 695	Second Lieut.		Died non-battle
2641 Arctic Ave., Atlantic City	Army			
HERZ, John K.	32 365 573	Sergeant		Killed in action
2811 Fairmount Ave., Atlantic City	Army			
Mother: Mrs. Mary Herz, same address				
HERZIG, John J.	33 799 076	Private, 1st class		Died of wounds
Atlantic County	Army			
HEWITT, George W.	32 267 044	Private		Killed in action
1500 Pacific Ave., Atlantic City	Army			
Mother: Mrs. Sofia Hewitt, same address				
HILDEBRANDT, Robert H.	32 756 601	Sergeant		Killed in action
1361 Harding Highway Pleasantville	Army			
Mother: Mrs. Florence Hildebrandt same address				
HIRSCHMAN, Bernard L.		Navy	Seaman, 2nd class	
Mother: Mrs. Tillie Hirschman				

WORLD WAR II CASUALTY LIST, ATLANTIC COUNTY, NEW JERSEY (*continued*)

<i>Name and Address:</i> <i>Next of Kin:</i>	<i>Serial Number:</i> <i>Branch of Service:</i>	<i>Rank:</i>	<i>Finding of Death:</i>
25 S. Belview Ave., Atlantic City			
HOCH, Elwell W. Father: Mr. August Hoch 9 North New Jersey Ave., Atlantic City	6 978 281 Army	Private, 1st class	Died non-battle
HOFFMAN, Julius Apartment 3-C 245 S. Vermont Ave., Atlantic City Wife: Mrs. Sid Kornblau Hoffman, same address	32 957 405 Army	Private, 1st class	Killed in action
HOFMEISTER, William Mother: Mrs. Marie E. Hofmeister 903 Spruce St., Pleasantville	32 268 607 Army	Private	Killed in action
HOLLAND, Solomon 900 Levin Place Atlantic City Father: Mr. Charles Holland 51 Park Rd., Washington, D. C	32 749 566 Army	Technician 5	Died non-battle
HOLTZMAN, Harry Wife: Mrs. Esther Holtzman 212 Drexel Ave., Atlantic City	Navy	Chief Printer	
HORN, Wilbur R. 1605 Beach Ave., Atlantic City	12 010 731 Army	Private	Died non-battle
HUBER, John T. Mother: Mrs. Katherine V. Huber, 1712 Pacific Ave., Atlantic City	13 123 996 Army	Staff Sergeant	Killed in action
INFERRERA, John C. 612 N. Third St., Hammonton Mother: Mrs. Rose L. Inferrera, same address	32 955 404 Army	Private	Killed in action
JAY, Winfield H. Apartment 527 745 Baltic Ave., Atlantic City	20 284 717 Army	Private	Died non-battle
JENKINS, David J., Jr. 3 N. St. Catherine's Place, Atlantic City Mother: Mrs. Marguerite Jenkins same address	32 753 268 Army	Technical Sgt.	Killed in action



## WORLD WAR II CASUALTY LIST, ATLANTIC COUNTY, NEW JERSEY (continued)

<i>Name and Address:</i>	<i>Serial Number:</i>	<i>Rank:</i>	<i>Finding of Death:</i>
<i>Next of Kin:</i>	<i>Branch of Service:</i>		
JENKINS, Jarrel S. Wife: Mrs. Jacqueline S. Jenkins, A-6 Providence Court, Chelsea Village, Atlantic City	Supply Corps Naval Reserve	Lieut. (jg)	
JESCHKE, Herman A. 144 Woodland Ave., Pleasantville	32 361 478 Army	Staff Sergeant	Killed in action
JOHNSTON, Alexander R.F.D. No. 1, Mays Landing Friend: Job W. Gifford, same address	0 730 514 Army	Second Lieut.	Died non-battle
JONES, Howard E. Father: Mr. Howard O. Jones 511 Liverpool Ave., Egg Harbor City	6 978 652 Army	Corporal	Died of wounds
KARCY, Ray A. 31 Haddon Ave., Atlantic City Mother: Mrs. Teckla A. Karcy, same address	01 301 833 Army	Second Lieut.	Died of wounds
KARRER, William A. 405 Atlantic Ave., Egg Harbor Mother: Mrs. Clara S. Karrer 319 Buffalo Ave., Egg Harbor	32 956 154 Army	Private	Killed in action
KEFFER, Thomas S., Jr. 6517 Winchester Ave., Ventnor City Mother: Mrs. Doris Keffer, same address	32 753 113 Army	Technician 5	Killed in action
KEHLER, Harry G. Mother: Mrs. Harry E. Kehler Egg Harbor City	12 086 180 Army	Private	Killed in action
KELLER, Donald Box 81, RFD No. 2, Mays Landing Father: Mr. John P. Keller Millville Ave., Bear's Head Mays Landing	42 080 270 Army	Private	Killed in action
KELLY, Edward A. Atlantic County	0 376 972 Army	First Lieut.	Died non-battle
KELLY, Frank J. 3529 Pacific Ave., Atlantic City Wife: Mrs. Dorothy I. Kelly B-4 Hartford Court,	650 50 19 Naval Reserve	Soundman, 3rd class	Died in service

WORLD WAR II CASUALTY LIST, ATLANTIC COUNTY, NEW JERSEY (*continued*)

<i>Name and Address:</i> <i>Next of Kin:</i>	<i>Serial Number:</i> <i>Branch of Service:</i>	<i>Rank:</i>	<i>Finding of Death:</i>
Chelsea Village, Atlantic City			
KENDIG, Wiley So Relle Wife: Mrs. Patsy Kendig 3811 Ventnor St., Atlantic City	Navy	Lieut. (jg)	
KIDD, Kenneth T. Wife: Mrs. Merian M. Kidd 315 Rhode Island Ave., Somers Point	Naval Reserve	Aviation Metal- smith, 3rd class	
KILDUFFE, Robert A. 4020 Atlantic Ave., Atlantic City	0 496 708 Army	Major	Died non-battle
KOLLHOFF, John J., Jr. Mother: Mrs. Madeline V. Chagaris 1902 Pacific Ave., Atlantic City	Marine Corps	Private, 1st class	
KOPSTEIN, Joseph 3202 Pacific Ave., Atlantic City	13 053 985 Army	Private, 1st class	Killed in action
KREMENETZ, Harry 2426 Trenwith Terrace Atlantic City Father: Feodor Kremenetz, same address	32 070 421 Army	Sergeant	Killed in action
KUPPEL, James T. Leeds Point Rd., Leeds Point Mother: Mrs. August Kuppel, same address	32 070 067 Army	Tech. Sergeant	Killed in action
KURZ, Joseph H. Father: Mr. Joseph F. Kurz Lake Park, Hammonton	Marine Corps Reserve	First Lieut.	
KUUSENOKSA, Arthur K. Nesco RD No. 1, Hammonton Wife: Mrs. Isabella M. Kuusenoksa 413 Orchard St., Hammonton	32 955 405 Army	Private	Killed in action
LACATARRA, Sam Father: Mr. Frank Lacatarra 335 North St., Hammonton	20 237 189 Army	Private, 1st class	Killed in action
LAIELLI, Adelco G. Aloe St., Pomona	13 077 333 Army	Technician 5	Killed in action
LAIGAIE, Charles F., Jr. 216 N. California Ave.,	32 955 727 Army	Private	Killed in action

WORLD WAR II CASUALTY LIST, ATLANTIC COUNTY, NEW JERSEY (*continued*)

<i>Name and Address:</i> <i>Next of Kin:</i>	<i>Serial Number:</i>	<i>Branch of Service:</i>	<i>Rank:</i>	<i>Finding of Death:</i>
Atlantic City Mother: Mrs. Alice M. Laigaie, same address				
LAKE, Emile D. 114 Willard Ave., Pleasantville	12 010 436	Private Army		Killed in action
LAKE, John W. RFD No. 1, Mays Landing Rd. English Creek Hilda Lake, same address	32 479 863	Private Army		Killed in action
LAKE, Lewis H., Jr. 1516 Ocean Ave., Pleasantville Mother: Mrs. Rose P. Lake, same address	32 956 144	Private, 1st class Army		Died non-battle
LA ROUCHE, Roger J. 514 N. Connecticut Ave., Atlantic City Brother: Maurice A. La Rouché 19 N. Haddon Ave., Atlantic City	270 36 69	Coxswain Navy		
LEACH, Delmar J. 38 Higbee Ave., Somers Point Mother: Mrs. Winifred Leach 2659 N. Franklin St., Philadelphia, Pa.	32 078 682	Staff Sergeant Army		Finding of death
LEE, Ralph, Jr. Mother: Mrs. Isabelle Lee Atlantic City	6 909 083	Private Army		Died non-battle
LEE, Robert Atlantic County Also shown as 431 N. 6th St., Vineland, N. J.	32 360 235	Private, 1st class Army		Died non-battle
LEUNG, Richard Mother: Mrs. Irene Leung 204 Madison Pl., Atlantic City	Naval Reserve	Electrician's Mate, 3rd class		
LEWIS, Angelo P. Parents: Mr. & Mrs. Pasquale Lewis 520 Fairview Ave., Hammonton	Naval Reserve	Seaman, 2nd class		
LEWIS, Percival M., 3rd 10 N. Rumson Ave., Margate City Mother: Mrs. Eleanor Lewis 26 S. Cornwall Ave., Ventnor City	32 949 579	Sergeant Army		Killed in action

## WORLD WAR II CASUALTY LIST, ATLANTIC COUNTY, NEW JERSEY (continued)

Name and Address: Next of Kin:	Serial Number: Branch of Service:	Rank:	Finding of Death:
LEWIS, Willis O. Box 176, Mizpah Parents: Mr. & Mrs. James Lewis Box 91, Broadway Ave., Mizpah	826 42 80 Naval Reserve	Steward's Mate, 1st class	
LIHN, David 136 N. Maine Ave., Atlantic City Mother: Mrs. Clara Lihn, same address	32 953 499 Army	Private, 1st class	Killed in action
LISI, Girard A. 280 Pleasant Mills Rd., Hammonton Uncle: Michael A. Ruberton, same address	245 14 49 Naval Reserve	Shipfitter, 2nd class	
LOPER, Eugene L. 209 Rhodes Ave., Haddonfield (Also shown as Atlantic County)	32 065 403 Army	Master Sgt.	Killed in action
LOWRIE, James D. Father: John Lowrie 102 St. Davids Pl., Atlantic City	U. S. Coast Guard	Radioman, 2nd class	
LOWRY, Herman E. 110 Bader Ave., Atlantic City	32 263 913 Army	Staff Sgt.	Killed in action
LUCCHESI, Joseph, Jr. Box 38, Harding Highway Landisville Mother: Mrs. Catherine Lucchesi same address	32 951 151 Army	Private	Died non-battle
MALLEY, Merrell J. 31 N. Virginia Ave., Atlantic City	0 823 406 Army	Second Lieut.	Killed in action
MANCUSO, Philip Port Republic Road Egg Harbor Mother: Mrs. Josephine Mancuso Box 48, RFD, Egg Harbor	32 956 158 Army	Private, 1st class	Killed in action
MANGAN, William C. 80 Harding Ave., Camden (Also shown as Atlantic Coun- ty)	6 719 048 Army	Private, 1st class	Died non-battle



WORLD WAR II CASUALTY LIST, ATLANTIC COUNTY, NEW JERSEY (*continued*)

<i>Name and Address: Next of Kin:</i>	<i>Serial Number:</i>	<i>Branch of Service:</i>	<i>Rank:</i>	<i>Finding of Death:</i>
MARANDINO, Emilio Laurel & Flower Sts., Landisville Father: Frank Marandino, same address	32 240 726	Army	Private, 1st class	Killed in action
MARSHALL, Dawson W. Mother: Mrs. Agatha Marshall 306 N. Main St., Pleasantville	12 010 527	Army	Private	Killed in action
MARTIN, James F. 10 W. Coolidge Ave. Margate Parents: Mr. & Mrs. James A. Martin, same address	245 12 25	Navy	Fireman, 2nd class	Killed in action
MARTIN, Sande H. 212 S. Vermont Ave., Atlantic City	12 010 973	Army	Private, 1st class	Died non-battle
MARUCCI, Chris J. 512 Bainbridge Ave., Mays Landing	32 266 740	Army	Private	Killed in action
MATLOCK, Thomas C. Mother: Mrs. John H. Matlock 102 West St., Woodbury (Also shown as Atlantic County)	6 978 587	Army	Staff Sgt.	Killed in action
MAWHINNEY, Edward J. 1402 N. Michigan Ave., Atlantic City Parents: Mr. & Mrs. Joseph K. Mawhinney, same address	650 66 34	Naval Reserve	Aviation Radio- man, 1st class	Died in service
MAYMUK, Benjamin M. Atlantic County	W21 091 78	Army	Chief Warrant Officer	Died non-battle
MAZUR, Mathew 213 N. New Hampshire Ave., Atlantic City	32 241 697	Army	Corporal	Died non-battle
MAZUR, Walter 213 N. New Hampshire Ave., Atlantic City	01 301 847	Army	First Lieut.	Killed in action
McANNEY, Alvin B., Jr. 1210 Bayshore Ave., Brigantine	32 955 688	Army	Private	Killed in action
McCARTHY, James A., Jr. 57 Walnut St., Bridgeton (Also shown as Atlantic County)	12 049 308	Army	Sergeant	Died non-battle

WORLD WAR II CASUALTY LIST, ATLANTIC COUNTY, NEW JERSEY (*continued*)

<i>Name and Address: Next of Kin:</i>	<i>Serial Number: Branch of Service:</i>	<i>Rank:</i>	<i>Finding of Death:</i>
McCORMICK, Thomas F. 401 N. New Hampshire Ave., Naval Reserve Atlantic City Mother: Mrs. Sarah McCormick same address	405 45 40 Army	Lieut. (jg)	
McCULLY, Leonard C. 120 N. Avolyn Ave., Ventnor	0 671 382 Army	Second Lieut.	Killed in action
McDEVITT, Joseph T. 232 N. Missouri Ave., Atlantic City	42 083 696 Army	Private	Killed in action
McGOVERN, Edward J., Jr. 433 W. Delilah Rd., Pleasantville	32 949 841 Army	Private	Died of wounds
McGOWAN, Walter F. 340 Chestnut St., Pleasantville	32 266 855 Army	Private, 1st class	Killed in action
McILVAINE, William J. 208 E. Orchard St., Hammonton	12 250 792 Army	Private	Died non-battle
McLAUGHLIN, Edward P. 1650 Rhode Island Ave., Atlantic City	42 143 492 Army	Private	Killed in action
MEARS, Harry L., Jr. 52 E. Oakcrest Ave., Northfield—and 122 E. Ryon Ave., Pleasantville	32 757 166 Army	Sergeant	Finding of death
MERLINO, Alfred J. 2217 Fairmount Ave., Atlantic City	42 190 486 Army	Private	Killed in action
MERLINO, Alonzo E. Mill Rd., Mays Landing	32 489 497 Army	Private	Died non-battle
MERLOCK, Joseph C. Box 170, Dorothy	42 080 273 Army	Private	Finding of death
METZ, Thomas O. 17 W. Church St., Absecon	0 692 806 Army	Second Lieut.	Died non-battle
MIDURA, Carl J. Atlantic City	32 077 067	Staff Sgt.	Finding of death
MILAZZO, Samuel F. 818-12th St., Hammonton	32 066 705 Army	Private, 1st class	Killed in action
MILLER, Archie H. Atlantic County	32 476 083 Army	Private	Killed in action
MILLER, James F. 3709 Porter Ave., Atlantic City	12 033 868 Army	Private	Died non-battle

WORLD WAR II CASUALTY LIST, ATLANTIC COUNTY, NEW JERSEY (*continued*)

<i>Name and Address:</i> <i>Next of Kin:</i>	<i>Serial Number:</i>	<i>Branch of Service:</i>	<i>Rank:</i>	<i>Finding of Death:</i>
MONCRIEF, Edward, Jr. Father: Mr. Edward Moncrief, Sr., 615 Caspian Ave., Atlantic City		Naval Reserve	Aviation Radio- man, 3rd class	
MOONEY, Edgar A. 445 N. Harrisburg Ave., Atlantic City	32 955 676	Private, 1st class		Killed in action
MORATI, Frank A., Jr. 6 N. Chelsea Ave., Atlantic City Parents: Mr. & Mrs. Frank A. Morati, same address	968 223	Private Marine Corps		Died in action
MURRAY, George J. 29 S. Chalfonte Ave., Atlantic City	32 756 288	Private Army		Killed in action
NATTER, Charles W. 46 N. Delancey Place Atlantic City Parents: Mr. & Mrs. Charles F. Natter, same address	811 81 68	Signalman, 3rd class		Killed in action
NATTER, George A. 414 S. Louis Ave., Egg Harbor	32 240 660	Private, 1st class		Killed in action
NICOSIA, Joseph A. 133 N. Georgia Ave., Atlantic City	32 365 587	Staff Sgt. Army		Killed in action
OJSERKIS, Charles 111 S. Surrey Ave., Ventnor City Father: Elias Ojserkis, same address	405 21 75	Seaman, 2nd class		Died in service
OLSEN, Andrew W. Mother: Mrs. Sigrid Olsen Dorothy, N. J.	32 486 665	Sergeant Army		Killed in action
O'NEILL, John M. 9311 Massey Ave., Margate	42 112 954	Private Army		Killed in action
ORDILLE, Genarino W. 100 Chew Rd., Hammonton	32 240 769	Staff Sgt. Army		Killed in action
PERRIN, John P. 21 N. Vermont Ave., Atlantic City	0 796 729	Captain Army		Died non-battle
PICKERING, Russell W., Jr. Mother: Mrs. Marie C. Pickering 1407 Broad St., Pleasantville	0 693 816	Second Lieut. Army		Killed in action

WORLD WAR II CASUALTY LIST, ATLANTIC COUNTY, NEW JERSEY (*continued*)

<i>Name and Address:</i> <i>Next of Kin:</i>	<i>Serial Number:</i> <i>Branch of Service:</i>	<i>Rank:</i>	<i>Finding of Death:</i>
PIROLI, Dominic P. 128 S. Bellevue Ave., Atlantic City	32 365 629 Army	Private, 1st class	Died of wounds
PRIDGEN, Chauncey R. 917 Arctic Ave., Atlantic City	32 075 845 Army	Private, 1st class	Died non-battle
RALSTON, George K. 2921 Fairmount Ave., Atlantic City	12 011 184 Army	Private, 1st class	Died non-battle
READDING, Russell B. Atlantic County	12 092 615 Army	Staff Sgt.	Killed in action
RIZZOTTE, Natale S. Atlantic County	32 240 746 Army	Corporal	Killed in action
RODENRYS, Frank J., Jr. Atlantic County	32 447 207 Army	Private, 1st class	Died non-battle
ROGERS, David 2 N. Lafayette Ave., Ventnor City	01 177 163 Army	Second Lieut.	Killed in action
ROGERS, Henry A. 1722 Logan Ave., Atlantic City	32 067 912 Army	Corporal	Died of wounds
ROMANINI, Theodore Harding Highway, Richland	32 075 356 Army	Tech. Sergeant	Killed in action
ROSENBERG, Norman S. 289 S. Connecticut Ave., Atlantic City	32 263 914 Army	Tech. Sergeant	Finding of death
ROTHMAN, Howard 116 S. South Carolina Ave., Atlantic City	32 075 843 Army	Sergeant	Killed in action
RUANE, William P. 2623 Arctic Ave., Atlantic City Parents: Mr. & Mrs. Michael J. Ruane, same address	650 28 97 Naval Reserve	Torpedoman's Mate, 1st class	Death, Intra- cranial Injury
RUGGLES, Leonard E. 25 Scott Ave., Clementon Also shown as Atlantic County	32 267 284 Army	Corporal	Killed in action
SAPP, Floyd K. 216 E. Leeds Ave., Pleasantville	12 047 726 Army Air Corps	Sergeant	Killed in action
SAUL, Louis Atlantic County	0 426 538 Army	Captain	Died non-battle
SBROLLA, Emilio M. 231 Nevada Ave., Atlantic City	01 042 935 Army	First Lieut.	Killed in action



WORLD WAR II CASUALTY LIST, ATLANTIC COUNTY, NEW JERSEY (*continued*)

<i>Name and Address: Next of Kin:</i>	<i>Serial Number:</i>	<i>Branch of Service:</i>	<i>Rank:</i>	<i>Finding of Death:</i>
SCHENK, Joseph W. 617 Philadelphia Ave., Egg Harbor City	32 366 243	Army	Private	Died non-battle
SCHMIDT, Calvin A. Bremen Ave., Egg Harbor	12 047 463	Army	Tech. Sergeant	Killed in action
SCHNITZEL, Thomas W. 55 Natalie Terrace, Absecon	42 114 801	Army	Private, 1st class	Killed in action
SEGAL, Harry 240 S. Vermont Ave., Atlantic City	12 010 372	Army	Staff Sgt.	Died non-battle
SELVA, Aldo Buena Vista Ave. & Flower St., Landisville	32 075 409	Army	Private	Died non-battle
SERBECK, Alexander J. 12th Ave., Dorothy	32 240 763	Army	Sergeant	Killed in action
SHAPPELL, Leonard L. 611 Oneida Ave., Pleasantville	32 757 191	Army	Private, 1st class	Killed in action
SHEPHERD, Howard T. 15 E. Colmar Circle, Margate Father: John A. Shepherd, same address	722 53 23	Naval Reserve	Shipfitter, 3rd class	Killed in action
SHIELDS, Edward F. 125 N. First St., Pleasantville	0 816 604	Army	First Lieut.	Killed in action
SIMMS, Marvin S. 2 S. Tallahassee Ave., Atlantic City Father: Mr. Abe Simms 37 East Drive, Margate	817 24 46	Navy	Coxswain	
SINGLEY, Harry P. 100 S. Stratford Ave., Ventnor	01 688 035	Army	Captain	Killed in action
SINIARI, Lambert C. 507 White Horse Pike Hammonton	42 080 276	Army	Private	Killed in action
SITGRAVES, John T. 112 N. Indiana Ave., Atlantic City	32 070 031	Army	First Sergeant	Died non-battle
SIVADE, Elie F. 18 N. Brighton Ave., Atlantic City	0 659 193	Army	First Lieut.	Died non-battle
SLACK, Charles M. 15 S. Washington St., Hammonton	42 085 832	Army	Private, 1st class	Killed in action

WORLD WAR II CASUALTY LIST, ATLANTIC COUNTY, NEW JERSEY (*continued*)

<i>Name and Address: Next of Kin:</i>	<i>Serial Number: Branch of Service:</i>	<i>Rank:</i>	<i>Finding of Death:</i>
SMALL, Robert E. RFD 1, Mays Landing	32 756 172 Army	Private, 1st class	Killed in action
SMITH, George B. 13 N. Mississippi Ave., Atlantic City	12 010 285 Army	Private	Died non-battle
SMITH, William H. 205 Stroudsburg Ave., Atlantic City	42 113 177 Army	Private, 1st class	Killed in action
SMITH, William J. Atlantic County	33 352 768 Army	Private, 1st class	Killed in action
SMITHSON, Albert E. 2605 Fairmount Ave., Atlantic City	32 369 376 Army	Private, 1st class	Died of wounds
SORRENTINO, Pasquale 620 Weymouth Rd., Mays Landing	01 690 892 Army	Second Lieut.	Died non-battle
SOTH, Charles H. 150 Liverpool Ave., Egg Harbor	32 957 882 Army	Private	Killed in action
SOWNEY, Frank C. Atlantic County	32 309 595 Army	Corporal	Finding of death
SPITZER, Leon G. 18 S. Stenton Pl., Atlantic City	0 806 540 Army	Second Lieut.	Died non-battle
STEELMAN, James G. 17 N. New Haven Ave., Ventnor City Mother: Mrs. Gertrude H. Steelman, same address	855 648 Marine Corps Reserve	Corporal	Died of wounds
STORCK, Louis J. 433 N. Rhode Island Ave., Atlantic City	0 015 333 Army	Colonel	Killed in action
STOWBRIDGE, James E. 127 S. First Rd., Hammonton Foster Mother: Margaret Doyle, same address	871 80 84 Naval Reserve	Seaman, 1st class	
STRAYER, Joseph M. Mother: Mrs. Olive Strayer 108th St. & James Place, Atlantic City	13 112 534 Army	Private, 1st class	Killed in action
STRONG, Martin P. Atlantic County	0 199 887 Army	Captain	Died non-battle

WORLD WAR II CASUALTY LIST, ATLANTIC COUNTY, NEW JERSEY (*continued*)

<i>Name and Address:</i> <i>Next of Kin:</i>	<i>Serial Number:</i> <i>Branch of Service:</i>	<i>Rank:</i>	<i>Finding of Death:</i>
THIRION, Warren H. 319 Chicago Ave., Egg Harbor	32 956 164 Army	Corporal	Died non-battle
THOMAS, Eugene A. 620 San Francisco Ave., Egg Harbor City	33 785 249 Army	Private 1st class	Killed in action
TOTORO, Joseph 360 Grand St., Hammonton	32 268 722 Army	Private	Died of wounds
TRAINA, David G. Parents: Mr. & Mrs. Angelo B. Traina, Box 12, Buena	Navy	Pharmacist's Mate, 2nd class	
TRAVERSE, Robert S. Wife: Mrs. Marguerite M. Traverse, 241 New Road, Absecon	Naval Reserve	Lieutenant	
VAN SANT, John J. 620 Drexel Ave., Atlantic City	32 066 201 Army	Private, 1st class	Killed in action
VENDEROVICH, Edward E. Mother: Mrs. Nellie Falarz Route 2, Mays Landing	32 105 100 Army	Private	Killed in action
VETTERMANN, George O. 6 N. Nashville Ave., Ventnor	18 097 279 Army	Private	Died non-battle
WAGNER, Harvey M. 5808 Monmouth Ave., Ventnor	0 660 600 Army	Captain	Finding of death
WALLACE, Elwood T. Father: Clarence H. Wallace Box 821, Atlantic City	Naval Reserve	Ship's Cook, 2nd class	
WALSH, Thomas G. 2419 Atlantic Ave., Atlantic City	42 194 281 Army	Private	Died non-battle
WARKE, Henry J. 1112 Bay Drive, West Atlantic City	0 857 224 Army	First Lieut.	Died non-battle
WARKE, William A. 218 Naples Ave., West Atlantic City	0 693 082 Army	First Lieut.	Finding of death
WARLICH, Louis F. Mother: Mrs. Rose Warlich 28 S. Kentucky Ave., Atlantic City	Coast Guard Reserve	Seaman, 1st class	
WEAVER, Harold 1141 Mediterranean Ave., Atlantic City	32 071 346 Army	Private, 1st class	Killed in action

WORLD WAR II CASUALTY LIST, ATLANTIC COUNTY, NEW JERSEY (*continued*)

<i>Name and Address:</i> <i>Next of Kin:</i>	<i>Serial Number:</i> <i>Branch of Service:</i>	<i>Rank:</i>	<i>Finding of Death:</i>
WEBB, Arthur L. 204 N. Rhode Island Ave., Atlantic City	42 087 129 Army	Private	Killed in action
WEBSTER, David 519 N. Illinois Ave., Atlantic City	33 687 493 Army	Private	Died non-battle
WEINTRAUB, Herbert 242 S. Massachusetts Ave., Atlantic City	12 132 009 Army	Private, 1st class	Died non-battle
WHITE, Frank Atlantic County	32 759 403 Army	Private, 1st class	Died non-battle
WHYNOCKER, Louis J., Jr. Leipzig Ave., Cologne Guardian: Ida Kaiser Route 1, Egg Harbor	817 27 02 Navy	App. Seaman	
WILLARD, Griffin D. 229 S. Tennessee Ave., Atlantic City	32 957 314 Army	Private	Died non-battle
WILSON, Arthur 9705 Atlantic Ave., Margate	32 065 256 & 0 687 504 Army	Second Lieut.	Killed in action
WILSON, Thomas J. 39 S. Harrisburg Ave., Atlantic City Wife: Mrs. Loretta R. Wilson 29 N. Raleigh Ave., Atlantic City	935 718 Marine Corps Reserve	Private, 1st class	Killed in action
WRIGHT, Arthur Y. 21 N. Weymouth Ave., Ventnor Mother: Mrs. Etta Wright 16 N. Rosbrough Ave., Ventnor	404 25 64 Naval Reserve	Aviation Cadet	Killed in air- craft crash
WRIGHT, James A. 347 N. Ocean Ave., Atlantic City	32 070 411 Army	Private, 1st class	Died non-battle
YAROSLAVSKI, Joseph Hay St., Winslow, Camden County Parents: Mr. & Mrs. Dimitri Yaroslavski, Rt. 3, Hammonton	650 62 50 Naval Reserve	Seaman, 2nd class	
YOUNG, Harvey J., Jr. Parents: Mr. & Mrs. Harvey J. Young, 7214 Ventnor Ave., Ventnor	Marine Corps Reserve	Field Cook	



WORLD WAR II CASUALTY LIST, ATLANTIC COUNTY, NEW JERSEY (*continued*)

<i>Name and Address:</i>	<i>Serial Number:</i>	<i>Rank:</i>	<i>Finding of Death:</i>
<i>Next of Kin:</i>	<i>Branch of Service:</i>		
YOUNG, Oscar E. 2719 Fairmount Ave., Atlantic City	32 079 092	Private Army	Died non-battle

CASUALTY LIST, WORLD WAR II, MONMOUTH COUNTY, NEW JERSEY  
UNITED STATES ARMY

<i>Names and Address:</i>	<i>Serial Number:</i>	<i>Rank:</i>	<i>Finding of Death:</i>
<i>Next of Kin:</i>			
ACKER, Charles A. Wife: Mrs. Mary Acker RFD, Box 346, Keyport	42 100 810	Private, 1st class	Killed in action
ACKERMAN, Ernest R. Wife: Mrs. Helen L. Ackerman 508 Windemere Ave., Interlaken	0 735 152	Second Lieut.	Killed in action
ADAMKO, John Mother: Mrs. Anna Adamko 37 Ford Ave., Freehold	32 237 155	Private, 1st class	Killed in action
ALDARELLI, Nicholas P. Monmouth County	32 482 840	Private, 1st class	Died of wounds
AMENT, Julian L. Mother: Mrs. Sadie Ament 917 Fourth Ave., Asbury Park	32 949 832	Corporal	Died of wounds
APGAR, Richard P. Monmouth County	32 777 706	Private, 1st class	Killed in action
APPEGATE, Herbert Mother: Mrs. Gretchen Applegate, Valley Drive, Leonardo	32 609 430	Private, 1st class	Killed in action
ARIOZZI, Anthony Father: Mr. Albert ArioZZi 287 Shrewsbury Ave., Red Bank	32 917 249	Private, 1st class	Killed in action
ATKINSON, George L. Monmouth County	42 142 140	Private	Killed in action
BACH, Richard P., Sr. 285 E. Main St., Manasquan Wife: Mrs. Richard P. Bach, Sr. 606 S. 6th St., Camden	32 489 211	Sergeant	Killed in action
BADEN, Michael Father: Mr. Alex Baden 152 Catherine St., Red Bank	13 122 861	Private, 1st class	Killed in action

CASUALTY LIST, WORLD WAR II, MONMOUTH COUNTY, NEW JERSEY (*continued*)*Name and Address:*

<i>Next of Kin:</i>	<i>Serial Number:</i>	<i>Rank:</i>	<i>Finding of Death:</i>
BAIGA, Stanley J. Wife: Mrs. Dorothy Baiga 78 Fulton St., Keyport	32 066 549	Corporal	Killed in action
BEARDSHEAR, Harold D. 6 Riverside Ave., Red Bank	6 281 426	Master Sgt.	Died non-battle
BECKER, Edward Monmouth County	32 955 014	Staff Sergeant	Died non-battle
BELMONT, Victor E. Brother: Fred Belmont 254 Hamilton Ave., Long Branch	01 294 255	First Lieut.	Killed in action
BENNETT, George W. Wife: Mrs. Helena C. Bennett 43 Kiawa Ave., Freehold	42 082 183	Private	Killed in action
BENNETT, Robert H. Wife: Mrs. Mildred K. Bennett Wilson Rd., Matawan	0 519 167	Major	Killed in action
BEVERLY, Joseph Mother: Mrs. Marie Swazzo 4 Main St., Eatontown	42 105 140	Private	Killed in action
BIANCAMANO, John J. Mother: Mrs. Carmella Biancamano, 43 Washington St., Red Bank	42 102 945	Private	Killed in action
BIJUR, Arthur H. Father: Mr. Nathan I. Bijur 242 Bath Ave., Long Branch	01 633 672	Captain	Killed in action
BLAKE, George 25 Main St., Oceanport	6 429 424	Staff Sgt.	Killed in action
BLOODGOOD, Clifford D. Mother: Mrs. Ella Bloodgood Marconi Rd., Belmar	32 066 052	Sergeant	Killed in action
BOEGER, Joseph G. 421 Hornell Ave., Oakhurst	20 225 788	Private, 1st class	Died non-battle
BOHLER, Clinton H. Wife: Mrs. Virginia Bohler 1102 Curtis Ave., West Belmar	32 155 557	Tech. Sergeant	Died of wounds
BONIFACIO, Michael Sister: Miss Elaine Bonifacio Middletown	32 260 176	Tech. 4	Died of wounds
BONNESS, Fred W. 690 Buttonwood Ave., Long Branch	6 874 950	Private	Died non-battle

CASUALTY LIST, WORLD WAR II, MONMOUTH COUNTY, NEW JERSEY (*continued*)

<i>Name and Address; Next of Kin:</i>	<i>Serial Number:</i>	<i>Rank:</i>	<i>Finding of Death:</i>
BORELLI, Joe A. Father: Mr. Patsy Borelli 2 Morford Pl., Red Bank	13 130 274	Private, 1st class	Killed in action
BOVENZI, Anthony J. Mother: Mrs. Mary Bovenzi 813 Prospect Ave., Spring Lake Heights	32 951 023	Private, 1st class	Died of wounds
BOYD, William L. Monmouth County	32 066 941	Private, 1st class	Killed in action
BRADY, James A. Sister: Mrs. George Richards 65 W. Highland Ave., Atlantic Highlands	32 067 795	Tech. Sgt.	Killed in action
BRALY, James M. Father: Mr. Edgar W. Braly 515 St. Clair Ave., Spring Lake	01 317 602	First Lieut.	Killed in action
BRANSON, Thomas G. Father: Mr. Branson Palmer Ave., Belford	32 917 768	Private, 1st class	Died of wounds
BREWER, Thomas J. J. 24 Bowne Ave., Freehold	20 238 349	Private	Died non-battle
BRIGHTLY, Robert F. Mother: Mrs. Katherine L. Brightly 1136-17th Ave., West Belmar	42 087 524	Private	Killed in action
BROEDEL, Robert W. Mother: Mrs. F. A. Broedel 104 Brinley Ave., Bradley Beach	01 301 936	Second Lieut.	Killed in action
BROUWER, Francis J. Mother: Mrs. Bertha Brouwer Belford	32 480 878	Staff Sgt.	Killed in action
BROWN, Whited C. Mother: Mrs. Mary M. Brown Route 1, Matawan	12 133 079	Private, 1st class	Killed in action
BRUCKNER, Curt A. Mother: Mrs. Mary J. Bruckner 33 Allen St., Rumson	32 385 293	Private	Killed in action
BRUNO, Frank P. Wife: Mrs. Edith I. Bruno 95 South St., Freehold	32 595 713	Sergeant	Killed in action
BRYSON, William C. Monmouth County	152 496	First Sergeant	Died non-battle

CASUALTY LIST, WORLD WAR II, MONMOUTH COUNTY, NEW JERSEY (*continued*)*Name and Address:**Next of Kin:**Serial Number:**Rank:**Finding of Death:*

BURDGE, Wilmer B. Monmouth County	32 268 063	Corporal	Died non-battle
BURTIS, Robert A. Mother: Mrs. C. H. Burtis 15 High St., Allentown	12 033 755	Sergeant	Finding of death
BURTON, James J. 404-10th Ave., Belmar	12 132 321	Sergeant	Died non-battle
CAHILL, Cecil H. Monmouth County	32 957 597	Private, 1st class	Died non-battle
CALIENDO, Salvatore Sister: Mrs. James Alfano 28-2nd Ave., Long Branch	32 595 585	Private, 1st class	Killed in action
CAMERON, Warren L. Mother: Mrs. Ida R. Cameron First Ave., Belmar	32 954 315	Tech. 5	Killed in action
CAMPBELL, Robert R. Mother: Mrs. Margaret R. Sycamore Ave., Shrewsbury	42 006 141	Private	Killed in action
CAREY, Raymond Monmouth County	32 249 706	Private, 1st class	Killed in action
CARLSON, Charles E. Monmouth County	0 706 483	Second Lieut.	Killed in action
CARNEY, Jerome V. Father: Mr. Roy Carney, Sr. Highway 36, Keyport	42 011 378	Private, 1st class	Died of wounds
CARY, Robert R. Mother: Mrs. Helen H. Cary 375 Franklin Ave., Nutley	32 360 968	Staff Sgt.	Killed in action
CAVALIER, William A. 220 Russell Court, Long Branch	12 178 664	Sergeant	Finding of death
CAVANAUGH, George D. Monmouth County	32 753 912	Tech. 5	Died non-battle
CEGELAKI, Leon Monmouth County	32 249 720	Private, 1st class	Died non-battle
CELLI, Anthony S. Monmouth County	12 160 585	Private, 1st class	Killed in action
CHAFEY, George H. Wife: Mrs. Imogene L. Chafey 511-4th St., Spring Lake	01 327 417	Second Lieut.	Died of wounds
CHANCE, Walter E. Wife: Mrs. Julia M. Chance 217 Creek Rd., Keansburg	32 385 103	Sergeant	Finding of death



CASUALTY LIST, WORLD WAR II, MONMOUTH COUNTY, NEW JERSEY (*continued*)*Name and Address:**Next of Kin:**Serial Number: Rank: Finding of Death:*

CHANOWICH, Samuel, Jr. Father: Samuel Chanowich, Sr. Red Hill Rd., Middletown	42 011 205	Private	Killed in action
CITTADINO, Antonio Brother: William Cittadino Long Branch	32 067 809	Private, 1st class	Killed in action
CLARK, Wesley H. Monmouth County	32 768 010	Private, 1st class	Died non-battle
CLEFFI, Michael Mother: Mrs. Sanita Cleffi 9 Abbotsford Ave., Long Branch	32 157 049	Private	Killed in action
CLOSE, Robert S. 508-1st Ave., Asbury Park	0 808 381	Second Lieut.	Finding of death
COLANGELO, Anthony L. Monmouth County	42 100 680	Sergeant	Killed in action
COLTON, George D. 2005 "F" St., South Belmar	12 211 806	Private, 1st class	Killed in action
COMER, John E. Mother: Mrs. Mary Comer 107½ Anelve Ave., Neptune	32 755 731	Sergeant	Killed in action
COMERFORD, James C. Monmouth County	32 361 008	Private, 1st class	Killed in action
CONOVER, Clifford G. Monmouth County	32 268 094	Private	Died non-battle
COOK, Edward H. Mother: Mrs. Ida Cook Main St., Box 137, Adelphia	32 758 911	Corporal	Killed in action
COOK, William R. Monmouth County	32 609 354	Sergeant	Died non-battle
COOKE, Donald R. Mother: Mrs. Bessie G. Cooke South St., Brielle	32 955 004	Private, 1st class	Killed in action
CORBETT, Thomas W. Mother: Mrs. Dorella Corbett 31 Lafayette St., Rumson	12 211 633	Tech. Sgt.	Killed in action
COTTRELL, Stanley Monmouth County	32 917 507	Private	Killed in action
COVERT, Daniel R. Mother: Mrs. Catherine Covert Green Grove Rd., Wayside	42 100 682	Private, 1st class	Killed in action
CRAMER, Robert B. Mother: Mrs. Genevieve Cramer	12 011 832	Private, 1st class	Killed in action

CASUALTY LIST, WORLD WAR II, MONMOUTH COUNTY, NEW JERSEY (*continued*)*Name and Address:**Next of Kin:**Serial Number: Rank:**Finding of Death:*

826 Prospect Ave.,

Asbury Park

CROSS, William T.

32 070 494

Sergeant

Killed in action

Mother: Mrs. Ruth Cross

105 Atlanta Ave., Matawan

DAMICO, Calozzo J.

32 266 416

Tech. 3

Died non-battle

Monmouth County

DAVEY, Donald R.

42 006 055

Sergeant

Killed in action

Mother: Mrs. Martha B. Davey

121 Spring St., Red Bank

DE BOW, Walter H.

32 270 509

Private,

Killed in action

Mother: Mrs. Marion DeBow

8 New St., Neptune

1st class

DE CARLO, Philip

42 102 939

Private,

Killed in action

30 E. Westside Ave., Red Bank

Wife: Mrs. Claire De Carlo

1st class

DE FILLIPO, Joseph A.

32 955 104

Private,

Killed in action

Mother: Mrs. Anna E. Melka

414 Willow Ave., Garwood

1st class

DEMLIN, Kenneth C.

01 587 922

First Lieut.

Died non-battle

Monmouth County

DENMAN, Charles R.

12 008 102

Corporal

Killed in action

Grandmother: Mrs. Lillie E.

Thompson,

702-22nd Ave., South Belmar

DE SANTIS, Dominick A.

32 237 137

Private,

Killed in action

Mother: Mrs. Mary DeSantis

569 Winter St., Long Branch

1st class

DE SANTIS, Roberto F.

42 084 866

Private,

Died of wounds

Mother: Mrs. Mary DeSantis

329 Chelsea Ave., Long Branch

1st class

DESSERT, Walter E.

12 034 670

Staff Sgt.

Killed in action

Mother: Mrs. Emma Dessart

707½ Madison Ave.,

Bradley Beach

DISBROW, Thomas C.

32 489 262

Corporal

Killed in action

Mother: Mrs. Caroline Disbrow

12 New St., Neptune

DOLLARHIDE, Erskine

374 000

Captain

Killed in action

Wife: Mrs. Alice M. Dollarhide

48 Jackson St., Long Branch

DONALD, Harold C.

01 104 618

First Lieut.

Died non-battle

Monmouth County

CASUALTY LIST, WORLD WAR II, MONMOUTH COUNTY, NEW JERSEY (*continued*)*Name and Address:*

<i>Next of Kin:</i>	<i>Serial Number:</i>	<i>Rank:</i>	<i>Finding of Death:</i>
DONNELLY, Richard A., Jr. Father: Richard A. Donnelly, Sr. 140 Union Ave., Manasquan	01 292 151	First Lieut.	Killed in action
DONOFRIO, Italo Wife: Mrs. Lillian Donofrio 1041 Bangs Ave., Asbury Park	32 260 061	Sergeant	Killed in action
DONOHUE, David T. Monmouth County	42 084 865	Private	Died non-battle
DOOLEY, John W. Monmouth County	32 486 214	Tech. 5	Killed in action
DUPUIS, John K. Monmouth County	0 526 245	Second Lieut.	Killed in action
DURANTE, George T. Monmouth County	32 952 992	Private	Killed in action
DURYEE, Carl B. Monmouth County	32 159 926	Private	Died non-battle
ELGRIM, Russell Wife: Mrs. Julia F. Elgrim 45 Sixth Ave., Long Branch	42 011 425	Private	Killed in action
FABRIZIO, Aldo Monmouth County	37 304 703	Private, 1st class	Killed in action
FARRELL, Arthur H. Mother: Mrs. Corrine V. Knapp 141 Seeley Ave, Keansburg	12 058 641	Private	Killed in action
FAY, Maurice J. Monmouth County	0 428 953	Captain	Killed in action
FIELDS, Wilbur T. Monmouth County	32 956 796	Private, 1st class	Died non-battle
FINKEL, Joseph Monmouth County	01 309 239	First Lieut.	Died non-battle
FINN, Joseph J. Mother: Mrs. Mary Finn 86 Throckmorton Ave., Eatontown	32 304 735	Tech. 5	Died of wounds
FINNIGAN, Edward J. Monmouth County	32 567 802	Tech. 5	Died of wounds
FIORE, Stanley C. Mother: Mrs. Frances Fiore 661 Buttonwood Ave., Long Branch	T-007 220	Flight Officer	Killed in action
FISHER, Robert C. Monmouth County	32 489 271	Staff Sgt.	Finding of death

CASUALTY LIST, WORLD WAR II, MONMOUTH COUNTY, NEW JERSEY (*continued*)*Name and Address:**Next of Kin:**Serial Number:**Rank:**Finding of Death:*

FOGGIA, Angelo B. Mother: Mrs. Vinci Foggia 492 Springdale Ave., Long Branch	32 385 298	Tech. 5	Killed in action
FORBES, John R. Monmouth County	0 735 071	First Lieut.	Finding of death
FORD, John D. Wife: Mrs. Anne K. Ford 605 Eighth Ave., Belmar	01 635 218	First Lieut.	Killed in action
FORNINO, Eugene J. Monmouth County	32 266 413	Private, 1st class	Killed in action
FRAGALE, Joseph J. Mother: Mrs. Anna Fragale 59 Norwood Ave., Long Branch	32 595 604	Corporal	Killed in action
FRANZEN, Theodore L. Monmouth County	01 796 063	Second Lieut.	Died non-battle
FRAWLEY, Herbert W., Jr. Monmouth County	0 023 867	Second Lieut.	Died non-battle
FRAZIER, Jack R. Mother: Mrs. Verna Frazier 33 Clinton Ave., Eatontown	42 011 423	Private	Killed in action
FRELINGHUYSEN, T. Monmouth County	0 283 396	Major	Died non-battle
GAFFNEY, John H. Wife: Mrs. Dorothy Gaffney 264 W. End Ave., Long Branch	42 105 780	Private, 1st class	Killed in action
GAMBOE, Vernon C. Monmouth County	35 877 663	Private	Died non-battle
GANT, Jay R. Father: Snowden A. Gant 32 Riverview Ave., Neptune City	12 205 553	Sergeant	Killed in action
GARBARINI, Warren A. Monmouth County	42 143 520	Private, 1st class	Killed in action
GARR, Herman 51 Rockwell Ave., Long Branch	20 238 871	Private	Died non-battle
GAUVREAU, Gene A. Monmouth County	0 676 047	First Lieut.	Died non-battle
GEFFNER, Sol Monmouth County	42 081 175	Private	Killed in action
GERONI, Daniel Mother: Mrs. Romanina Geroni 31 Bank St., Red Bank	32 917 216	Private, 1st class	Killed in action
GILBERT, Harry, Jr. Monmouth County	32 958 651	Private	Died of wounds



CASUALTY LIST, WORLD WAR II, MONMOUTH COUNTY, NEW JERSEY (*continued*)

<i>Name and Address:</i> <i>Next of Kin:</i>	<i>Serial Number:</i>	<i>Rank:</i>	<i>Finding of Death:</i>
GIMBEL, Louis S., Jr. Monmouth County	0 424 811	Lieut. Colonel	Died non-battle
GOESCH, Joseph M. Mother: Mrs. Anna Goesch 631 Wardell St., Long Branch	32 768 055	Private, 1st class	Killed in action
GRANDE, Francis J. Mother: Mrs. Agnes Grande County Rd., Cliffwood	32 067 297	Private, 1st class	Killed in action
GRANT, Patrick M. Mother: Mrs. Estella Grant 54 Forest Ave., Keansburg	32 609 340	Sergeant	Killed in action
GRAY, John L. Wife: Mrs. Jeanette Gray 1521 Seventh Ave., Neptune	32 182 910	Private, 1st class	Killed in action
GRAY, Odie W. Monmouth County	32 069 149	Private	Died non-battle
GREENBLATT, Morton A. Father: Samuel J. Greenblatt 19 St. Nicholas Place, Red Bank	02 060 502	Second Lieut.	Killed in action
GREUBEL, Joseph F. 607-4th Ave., Asbury Park	6 909 116	Tech. Sgt.	Killed in action
GUARINO, Michael L. Wife: Mrs. Selma E. Guarino 106 Washington St., Avon	12 046 967	Private, 1st class	Killed in action
GUNSAULS, Paul Monmouth County	32 462 378	Staff Sgt.	Finding of death
HALL, Raymond J. Mother: Mrs. Mary E. Hall Star Route, Clarksburg	32 242 120	Private	Killed in action
HALL, Raymond W. Box 144, Adelphia	0 769 283	First Lieut.	Died non-battle
HAMMELL, John G. Wife: Mrs. Betty L. Hammell 340 River Rd., Red Bank	01 047 998	First Lieut.	Killed in action
HAND, John R. Father: Charles Hand 11 Forrest Ave., Rumson	32 066 573	Staff Sgt.	Killed in action
HANNAH, Samuel N., Jr. 144 Cookman Ave., Ocean Grove	12 047 093	Tech. 4	Died non-battle
HARKINS, Thomas B. Brother: Kenneth Harkins 670 Morford Ave., Long Branch	32 067 781	Private, 1st class	Finding of death
HART, Marvin J. Mother: Mrs. Catherine Kotala 15 Linten Pl., Keansburg	32 237 075	Sergeant	Killed in action

CASUALTY LIST, WORLD WAR II, MONMOUTH COUNTY, NEW JERSEY (*continued*)*Name and Address:*

<i>Next of Kin:</i>	<i>Serial Number:</i>	<i>Rank:</i>	<i>Finding of Death:</i>
HART, Miles L., Jr. Monmouth County	33 491 779	Staff Sgt.	Killed in action
HARVEY, Samuel T., Jr. Mother: Mrs. Ethel D. Harvey 211 Bergen Pl., Red Bank	39 929 270	Private, 1st class	Killed in action
HAVILAND, Paul L. Mother: Mrs. Elizabeth B. Haviland, Clarksburg	42 081 168	Private, 1st class	Killed in action
HAWKE, Thomas C. Monmouth County	0 730 779	Second Lieut.	Killed in action
HAYES, John J., Jr. Monmouth County	32 073 907	Private	Died non-battle
HAYWARD, Frank H. Wife: Mrs. Marita Hayward 611 Church St., Asbury Park	32 237 124	Staff Sgt.	Killed in action
HELLER, Abraham R. Monmouth County	0 273 507	Captain	Died non-battle
HENDERSON, Allen, Jr. Monmouth County	32 077 740	Private	Died non-battle
HENDERSON, Donald V. 924 Sunset Ave., Asbury Park	13 052 110	Tech. Sgt.	Died of wounds
HENRY, George C. Mother: Mrs. Ida Henry, Belford	32 609 353	Private, 1st class	Killed in action
HERBERG, Harold R. Mother: Mrs. Marie Herberg 246 N. 5th Ave., Long Branch	32 929 054	Private, 1st class	Killed in action
HUGHES, George W. Mother: Mrs. Charles Hughes Union Ave., Union Beach	12 164 445	Private	Died of wounds
HUNTER, Ashby Monmouth County	T-190 916	Flight Officer	Finding of death
IRVING, Alvin S., Jr. Monmouth County	42 240 715	Private	Died non-battle
JACOBUS, Robert W. 239 Joline Ave., Long Branch	12 073 722	Sergeant	Died non-battle
JANULEWICZ, Richard Monmouth County	32 077 724	Corporal	Died non-battle
JOFFE, Joseph H. Wife: Mrs. Irene E. Joffe 201-34th St., Union City	0 749 434	Second Lieut.	Killed in action
JOHNSON, Stanley E. Monmouth County	32 270 523	Private	Died non-battle

CASUALTY LIST, WORLD WAR II, MONMOUTH COUNTY, NEW JERSEY (*continued*)*Name and Address:*

<i>Next of Kin:</i>	<i>Serial Number:</i>	<i>Rank:</i>	<i>Finding of Death:</i>
JOHNSON, Thomas W. Aunt: Mrs. Helen T. Sanders 210 Borden Ave., Asbury Park	42 031 017	Private	Died non-battle
JOYCE, Francis X. Monmouth County	32 260 835	Private, 1st class	Died non-battle
JULIANO, Louis Mother: Mrs. Lucy Juliano 559 Winter St., Long Branch	42 005 516	Private	Killed in action
KAHN, Albert Mother: Mrs. Delia Kahn 1200 Monroe Ave. Asbury Park	0 820 760	First Lieut.	Killed in action
KANSES, Edmund S. Wife: Mrs. Ann B. Kanes 1334 Locust Dr., Asbury Park	0 269 071	Major	Killed in action
KATERINIS, Michael N. Monmouth County	32 486 264	Private, 1st class	Died non-battle
KAZLAUSKAS, John P. Mother: Mrs. Veronica I. Kazlauskas, Route 1, Freehold	32 249 696	Private, 1st class	Died of wounds
KELLY, Benjamin D. Mother: Mrs. Emma C. Kelly 25 Manchester Ave., Keyport	01 325 574	Second Lieut.	Killed in action
KELLY, James H. Father: Franklin X. Kelly Box 292, South Amboy	32 481 674	Tech. Sgt.	Killed in action
KEMPER, George W. Sister: Mrs. Marie Palumbo 801½ Fourth Ave., Neptune	20 225 827	Private, 1st class	Killed in action
KETCHAM, Robert B. Mother: Mrs. Alice B. Ketcham Route 1, Casino Drive Farmingdale	32 270 522	Sergeant	Killed in action
KING, Vernon H., Jr. 127 "H" Street, West Belmar	0 751 151	Second Lieut.	Died non-battle
KINSEY, Arthur M. Mother: Mrs. Grace A. Kinsey 1105 Bond St., Asbury Park	32 388 011	Tech. 5	Killed in action
KNAPP, Edgar A., Jr. Navesink Ave., Rumson	0 832 620	Second Lieut.	Died non-battle
KOISA, John S. Mother: Mrs. Theresa J. Koisa 22 Ravine Drive, Matawan	6 576 889	Tech. 5	Killed in action
KONISH, Paul P. Wife: Mrs. Elizabeth Konish 20 May St., Keyport	42 006 063	Sergeant	Died of wounds

CASUALTY LIST, WORLD WAR II, MONMOUTH COUNTY, NEW JERSEY (*continued*)*Name and Address:**Next of Kin:**Serial Number:**Rank:**Finding of Death:*

KOSTACHUK, Stephen  
Monmouth County

31 036 440

Private

Killed in action

KOSTAL, Richard E.

0 681 122

Second Lieut.

Killed in action

Mother: Mrs. Marguarite N.  
Kostal,

Englishtown Rd., Morganville

KRUSE, Walter J.

0 752 923

Second Lieut.

Finding of death

260 Van Der Veer Place,

Long Branch

Father: John Kruse

31 W. Runyon St., Newark

KUSHMIDER, Lawrence

32 572 690

Private,

Killed in action

Monmouth County

1st class

LA VANCE, Sidney H.

12 034 480

Tech. Sgt.

Died non-battle

Monmouth County

LAMBERTSON, John M.

01 996 533

Second Lieut.

Killed in action

Mother: Mrs. Margaret

Lambertson,

904 Bendermere Ave.,

Interlaken

LANGE, Edward R.

32 237 196

Staff Sgt.

Killed in action

Monmouth County

LAUER, Frederick A., Jr.

12 033 730

Staff Sgt.

Killed in action

Mother: Mrs. Fred Lauer

67 Portland Ave.,

Atlantic Highlands

LAYNE, Kenneth E.

12 152 036

Tech. 5

Died non-battle

Monmouth County

LE FAVRE, Arthur J.

T-125 780

Flight Officer

Finding of death

15 Manchester Ave., Keyport

LEEDOM, William J.

32 483 146

Private,

Killed in action

Monmouth County

1st class

LEWIS, Raymond P.

20 238 363

Private,

Died non-battle

RD 1, Robertsville Rd.,

Freehold

1st class

LINEHAN, Robert W.

12 131 905

Staff Sgt.

Died non-battle

1525 Riverside Dr., Neptune

LINS, Arthur V.

32 361 332

Tech. Sgt.

Finding of death

Mother: Mrs. Margaret Lins

73 Benson Ave., Ocean Grove

LISK, Arnold S.

01 016 225

Second Lieut.

Killed in action

Wife: Mrs. Lissette M. Lisk

Washington Ave., Leonardo

LOEW, Efraim

32 070 977

Private

Killed in action

Monmouth County



CASUALTY LIST, WORLD WAR II, MONMOUTH COUNTY, NEW JERSEY (*continued*)

<i>Name and Address:</i> <i>Next of Kin:</i>	<i>Serial Number:</i>	<i>Rank:</i>	<i>Finding of Death:</i>
LONGO, Alfred R. Monmouth County	12 142 316	Staff Sgt.	Died non-battle
LOTT, Thomas L. Monmouth County	32 488 854	Private	Killed in action
LUKER, Walter Father: Craig Luker Route 2, Lakewood	32 237 198	Private, 1st class	Killed in action
LUKOWITZ, Stanley, Jr. Monmouth County	32 077 095	Staff Sgt.	Finding of death
MACKEY, William H., Jr. Wife: Mrs. Marie A. Mackey 28 Hudson St., Freehold	6 850 875	First Sgt.	Killed in action
MAJOR, George P. Monmouth County	32 959 526	Private	Died non-battle
MAJOR, Russell F. 94 Lawrence Ave., Ocean Grove	0 747 447	Second Lieut.	Died non-battle
MALONEY, Frank B. Mother: Mrs. Mary H. Maloney Route 1, Freehold	32 958 793	Private	Killed in action
MASCO, Robert H. Father: Frank Masco, Jr. 609 First Ave., Asbury Park	02 058 234	Second Lieut.	Killed in action
MASSEY, James T. Wife: Mrs. Josephine Massey 15 Second St., West Keansburg	32 917 656	Tech. 5	Killed in action
MATTHEWS, Elmer L. Father: William K. Matthews Farmingdale	32 365 008	Corporal	Killed in action
MAUGERI, Michael Father: Anthony S. Maugeri 903 Pine St., Asbury Park	32 482 852	Private	Killed in action
MAZZA, Nicholas L. Mother: Mrs. Jennie Mazza 174 Cherry St., Long Branch	32 929 097	Private, 1st class	Killed in action
Mc ADAM, Francis J. Monmouth County	32 489 273	Staff Sgt.	Finding of death
Mc CUE, William T. Mother: Mrs. Ethel McCue 218 McCarter Ave., Fair Haven	12 073 797	Tech. 4	Killed in action
Mc HENRY, Arthur J. Monmouth County	32 482 851	Private, 1st class	Died non-battle
Mc LAUGHLIN, W. J. Monmouth County	32 462 562	Staff Sgt.	Died non-battle

CASUALTY LIST, WORLD WAR II, MONMOUTH COUNTY, NEW JERSEY (*continued*)*Name and Address:*

<i>Next of Kin:</i>	<i>Serial Number:</i>	<i>Rank:</i>	<i>Finding of Death:</i>
MENZZENTTO, Frank T. Wife: Mrs. Rose Menzzentto 127 Bath Ave., Long Branch	32 564 954	Sergeant	Killed in action
MEYERS, Fulton H. Mother: Mrs. Mary Meyers 58 Barbara St., Newark	32 259 495	Private	Killed in action
MEYERSON, Joseph Monmouth County	12 132 960	Staff Sgt.	Finding of death
MILLER, Charles E. Wife: Mrs. Myrtle E. Miller 513½ St. Clair Ave., Spring Lake	20 225 757	Staff Sgt.	Killed in action
MILLER, Herbert J., Jr. Mother: Mrs. Herbert J. Miller 2017-5th Ave., Spring Lake	12 101 190	Tech. 3	Killed in action
MILLER, Louis Monmouth County	42 100 684	Private	Killed in action
MILLS, James B. Sister: Miss Louise Mills Crescent Drive, Brielle	32 077 128	Private, 1st class	Killed in action
MILTON, Thomas W. Monmouth County	32 184 884	Tech. Sgt.	Killed in action
MINTON, John C. Father: Russell Minton 61 Church St., Fairhaven	0 780 169	Second Lieut.	Killed in action
MIRARCHI, Albert J. Monmouth County	32 556 801	Staff Sgt.	Killed in action
MOREAU, James K. Monmouth County	0 696 790	First Lieut.	Killed in action
MORRIS, William R. Mother: Mrs. Julia E. Morris 78 Heck Ave., Ocean Grove	32 260 867	Private, 1st class	Died of wounds
MORROW, Tony B. Father: Thomas Morrow 1112 Second St., Asbury Park	32 750 878	Sergeant	Killed in action
MRAZIK, Anthony J. Monmouth County	32 950 917	Private, 1st class	Died of wounds
MUCCILLO, Roland S. Father: Joseph V. Muccillo 1239 Asbury Ave., Asbury Park	42 142 066	Private, 1st class	Killed in action
MULL, Elnathan L. Monmouth County	6 978 280	Private	Died non-battle
MULLEN, Clifford I. Mother: Mrs. Nettie Mullen Main St., Imlaystown	32 240 905	Tech. 5	Killed in action

CASUALTY LIST, WORLD WAR II, MONMOUTH COUNTY, NEW JERSEY (*continued*)*Name and Address:*

<i>Next of Kin:</i>	<i>Serial Number:</i>	<i>* Rank:</i>	<i>Finding of Death:</i>
MULLIKEN, Harry E. Mother: Mrs. Mary E. Mulliken 17 Abbott Ave., Ocean Grove	32 156 679	Staff Sgt.	Killed in action
MURPHY, John F. Monmouth County	01 695 589	Second Lieut.	Finding of death
NADEAU, Philip W. Wife: Mrs. Nellie A. Nadeau 173 Bridge Ave., Red Bank	42 142 146	Private.	Killed in action
NAVE, Tony Wife: Mrs. Jennie Nave 58 William St., Long Branch	42 010 907	Private, 1st class	Killed in action
NAYLOR, George M. Wife: Mrs. Vera O. Naylor 1308 Sixth Ave., Neptune	32 270 628	Staff Sgt.	Killed in action
NEVILLE, Francis W. Father: Frank J. Neville, Red Bank	32 502 049	Staff Sgt.	Finding of death
NICOLETTI, Richard C. Monmouth County	32 237 234	Private, 1st class	Killed in action
NISNEVITZ, Oscar Mother: Mrs. Anna Nisnevitz 17 Homestead Lane, Jersey Homesteads	32 074 402	Private, 1st class	Died non-battle
NORDIN, Earl J. Father: Ivar B. Nordin 161 S. Broadway, Long Branch	42 142 159	Private	Killed in action
OGLENSKY, David Wife: Mrs. Helen Oglensky 17 W. Front St., Red Bank	01 016 415	First Lieut.	Killed in action
OLMSTEAD, George W. Monmouth County	01 010 695	First Lieut.	Killed in action
ORYLL, Edward V. Father: Watson Oryll Box 165, Lincoln St., Red Bank	32 391 650	Tech. 4	Died of wounds
OSBORN, Cuthbert A. Monmouth County	0 006 443	Major	Died non-battle
OVERTON, James O. Monmouth County	32 068 745	Private	Died non-battle
PALMERO, Raymond J. Sister: Mrs. Thomas F. Shebell 1407 Fourth Ave., Asbury Park	0 420 634	Captain	Killed in action
PAPA, Vernon J. Mother: Mrs. Theresa Papa 342 Main St., Keansburg	42 011 247	Private, 1st class	Killed in action

CASUALTY LIST, WORLD WAR II, MONMOUTH COUNTY, NEW JERSEY (*continued*)*Name and Address:**Next of Kin:**Serial Number: Rank:**Finding of Death:*

PARISI, Emilio A. Monmouth County	32 237 040	Private, 1st class	Died non-battle
PATE, Robert D. Mother: Mrs. Rosa H. Pate Box 206, Middletown	12 206 584	Private	Killed in action
PATTERSON, Michael O. Monmouth County	32 067 757	Corporal	Killed in action
PAVLOVICH, Miles Wife: Mrs. Virginia L. Pavlovich 517-7th Ave., Belmar	01 691 918	Second Lieut.	Killed in action
PEAFF, John J. Mother: Mrs. John Peaff 342 Chelsea Ave., Long Branch	12 011 691	Corporal	Killed in action
PEDOTA, Bennie Father: Rocco Pedota 221 Liberty St., Long Branch	12 011 761	Private	Killed in action
PELLESCHI, F. J. Father: Albert Pelleschi 33 Ocean Ave., Deal	32 923 067	Private	Killed in action
PETILLO, Carney G. Father: Antonio Petillo 141 Elizabeth St., Asbury Park	32 236 972	Corporal	Died of wounds
PETTIT, Franklin R. Wife: Mrs. Linda D. Pettit 118 Jefferson Ave., Elizabeth	32 955 940	Private, 1st	Killed in action
PIKULIK, Anthony Mother: Mrs. Efrosina Pikulik Route 1, Freehold	32 237 194	Private, 1st class	Killed in action
PINE, William P. Monmouth County	32 368 670	Sergeant	Died non-battle
PINGITORE, Eugene Monmouth County	32 259 315	Tech. 5	Died non-battle
PISANO, Vito Monmouth County	32 364 845	Private, 1st class	Died non-battle
PLANCEY, Edward C. Wife: Mrs. Thelma M. Plancey 21 Atlantic Ave., N., Long Branch	32 188 811	Private	Killed in action
POGUE, Virgil R. Monmouth County	0 246 076	Colonel	Died non-battle
POLLOCK, Nicholas Monmouth County	32 991 234	Private, 1st class	Died of wounds



CASUALTY LIST, WORLD WAR II, MONMOUTH COUNTY, NEW JERSEY (*continued*)*Name and Address:**Next of Kin:**Serial Number: Rank:**Finding of Death:*

POPP, Andy B. Mother: Mrs. Elizabeth Popp 113 Throckmorton St., Freehold	32 249 713	Staff Sgt.	Died of wounds
POTTER, Walton S. Father: Arnold Potter 201 Atkins Ave., Neptune	12 211 753	Sergeant	Killed in action
PRICE, George B. Mother: Mrs. Charlotte F. Price Elberon	12 034 269	Tech. Sgt.	Finding of death
PRIGOSKI, Joseph Box 128, Atlantic Highlands	20 245 571	Private	Died non-battle
PROKOP, Leon F. Wife: Mrs. Margaret E. Prokop Route 2, Freehold	32 486 995	Tech. 5	Died non-battle
RAE, Nelson S. Father: William F. Rae Laurel Ave., Brielle	32 010 983	Tech. Sgt.	Died of wounds
REHAK, Edward J. Monmouth County	42 103 277	Private, 1st class	Killed in action
REID, Arthur J. Mother: Mrs. Anna Reid 918 Mattison Ave., Asbury Park	32 268 309	Private, 1st class	Killed in action
REID, James R. Mother: Mrs. Anna R. Reid Gorcor Rd., Box 87, Englishtown	12 000 012	Private, 1st class	Killed in action
REID, William M., Jr. Monmouth County	12 046 768	Aviation Cadet	Died non-battle
REISS, Alfred E. Monmouth County	0 819 610	First Lieut.	Died non-battle
RENO, Arlee T. Wife: Mrs. Eleanor B. Reno 317 Tuttle Ave., Spring Lake	0 692 340	First Lieut.	Killed in action
REYNOLDS, Walter D. 68 Linden Pl., Red Bank	20 246 060	Sergeant	Missing
RICCIARDELLI, Ralph R. Monmouth County	42 185 324	Private, 1st class	Died non-battle
ROBERTS, Raymond U. Wife: Mrs. Catherine C. Roberts Park Ave., Union Beach	42 011 215	Private, 1st class	Killed in action
ROBERTSON, Willard H. Mother: Mrs. Harriet Robertson 8 Fifth St., Highlands	32 167 340	Private	Killed in action

CASUALTY LIST, WORLD WAR II, MONMOUTH COUNTY, NEW JERSEY (*continued*)*Name and Address:*

<i>Next of Kin:</i>	<i>Serial Number:</i>	<i>Rank:</i>	<i>Finding of Death:</i>
ROE, Wilbur H. Wife: Mrs. Elizabeth L. Roe Route 2, Freehold	32 486 276	Sergeant	Died non-battle
ROETZEL, Peter B. Mother: Mrs. Imogene L. Roetz 411 Warren Ave., Spring Lake	0 819 175	First Lieut.	Killed in action
ROLAND, William J. Monmouth County	0 485 569	Second Lieut.	Died non-battle
ROSSELL, Edward O. Monmouth County	6 874 918	Corporal	Died non-battle
ROZZA, Felix J. Mother: Mrs. Camela Rozza 307 Dewitt Ave., Asbury Park	32 268 281	Private	Died of wounds
RUSH, John C. Monmouth County	32 950 998	Tech. 5	Killed in action
SACCO, Carleton Mother: Mrs. Marguerite E. Sacco 17 Parker Ave., Manasquan	0 823 460	Second Lieut.	Killed in action
SCALA, Dominic Father: Andrew Scala 96 Applegate St., River Plaza Red Bank	12 011 972	Staff Sgt.	Killed in action
SCALLO, Phillip Sister: Mrs. Mary S. Albano 912 Monroe Ave., Asbury Park	32 953 703	Private, 1st class	Killed in action
SCHANCK, Charles E. Monmouth County	0 726 291	First Lieut.	Killed in action
SCHANCK, Spafford W. J. Mother: Mrs. Bertha Schanck 160 Main St., Matawan	32 755 547	Sergeant	Died of wounds
SCHIVEREA, Douglas C. Monmouth County	32 073 250	Tech. 5	Died of wounds
SCHMFISER, Frederick Monmouth County	32 595 632	Private, 1st class	Died non-battle
SCHWARTZ, Eugene Monmouth County	32 485 924	Private, 1st class	Died non-battle
SCOTT, Walter B. Monmouth County	32 236 931	Tech. 5	Died non-battle
SEYMOUR, Ernest J. Monmouth County	0 826 524	Second Lieut.	Died non-battle
SHARP, Jack H. Father: Robert Sharp Edmund Ave., Union Beach	0 834 309	Second Lieut.	Killed in action

CASUALTY LIST, WORLD WAR II, MONMOUTH COUNTY, NEW JERSEY (*continued*)

<i>Name and Address:</i> <i>Next of Kin:</i>	<i>Serial Number:</i>	<i>Rank:</i>	<i>Finding of Death:</i>
SHERIDAN, John J. 19 Willow Ave., Monmouth Beach	32 155 648	Private, 1st class	Died non-battle
SHINN, Elmer F. 112 Bath Ave., Long Branch Wife: Mrs. Henrietta A. Shinn 711 High St., Cranford	42 142 164	Private	Died of wounds
SHORT, John J. Mother: Mrs. Margaret B. Short 2 Gaston Ave., Matawan	42 082 207	Private	Killed in action
SHORTELL, James P. Brother: Donnell F. Shortell 433 Wells Ave., Oakhurst	01 286 909	First Lieut.	Died of wounds
SICKLES, Edward J. Monmouth County	32 065 958	Sergeant	Died non-battle
SICO, Paul M. Sister: Miss Sarah T. Sico 426 Bath Ave., Long Branch	32 237 145	Corporal	Killed in action
SIGRIST, Henry E. Wife: Mrs. Alda H. Sigrist 56 Grand Ave., Long Branch	6 903 070	Tech. Sgt.	Killed in action
SIMMONS, Lloyd J. Monmouth County	32 158 566	Corporal	Died non-battle
SLOCUM, James E. Brother: Chester M. Slocum 1740 "L" St., West Belmar	12 073 793	Private	Killed in action
SMITH, Earle R. G. 140 Mt. Hermon Way, Ocean Grove	0 685 867	First Lieut.	Died non-battle
SMITH, Edward T. Father: Horace W. Smith 18 Morrell St., Long Branch	42 105 035	Private, 1st class	Killed in action
SMITH, Harry J. Walling Ave., Belford	20 245 579	Private	Killed in action
SMITH, Leonard R. Father: Thomas Smith 5th St., West Keansburg	32 391 681	Private	Died of wounds
SPINNING, K. W., Jr. Monmouth County	0 791 350	Captain	Killed in action
SPRINGFIELD, Melvin G. Mother: Mrs. Julia Springfield Weston Place, Eatontown	32 258 543	Private, 1st class	Killed in action
STANCATI, Arthur F. Father: Antonio Stancati 51 Linden Place, Red Bank	15 342 096	Sergeant	Killed in action

CASUALTY LIST, WORLD WAR II, MONMOUTH COUNTY, NEW JERSEY (*continued*)*Name and Address:**Next of Kin:**Serial Number: Rank:**Finding of Death:*

STARKEY, William F., Jr. Mother: Mrs. Lillian Starkey 63 Atlantic Ave., Matawan Monmouth County	32 482 577	Private, 1st class	Killed in action
STEWART, George Monmouth County	12 011 194	Corporal	Died non-battle
STEWART, George Father: John Stewart 704-5th Ave., Asbury Park	0 890 325	Second Lieut.	Killed in action
STOFFLET, Norman K. Monmouth County	42 105 160	Private	Killed in action
STROMMER, Frank V. Mother: Mrs. Anna Strommer Route 1, Box 3, Asbury Park	32 066 922	Private, 1st class	Killed in action
SULLIVAN, Timothy D., Jr. Mother: Mrs. Margaret Sullivan 120 Harrison Ave., Fair Haven	12 050 632	Sergeant	Killed in action
SUMMONTE, John A. Father: Joseph Summonte 21 Peach St., Shrewsbury	32 304 675	Private, 1st class	Killed in action
TANTUM, William R. 3 Pearl St., Allentown Wife: Mrs. Marjorie C. Tantum 137 S. Main St., Pennington	32 077 912	Staff Sgt.	Killed in action
TAYLOR, Harold F. Wife: Mrs. Irene M. Taylor 1312½ Third Ave., Asbury Park	32 955 951	Private, 1st class	Killed in action
TAYLOR, Roy J. 1309 N. Wanamassa Drive Asbury Park Mother: Mrs. Thelma Reese 448 Paul St., Fords	6 978 506	Private	Killed in action
TEMPLE, Wallace J. Route 2, Englishtown	6 271 541	Tech. 5	Finding of death
TETTI, Joseph Mother: Mrs. Rose Tetti 349 Willow Ave., Long Branch	32 595 873	Private, 1st class	Died of wounds
THOMPSON, Fred F. Monmouth County	42 081 332	Corporal	Died non-battle
THOMPSON, Harold Monmouth County	32 077 106	Sergeant	Finding of death
THOMPSON, Walter S., Jr. Father: Walter S. Thompson, Sr. 22 DeForrest Ave., Red Bank	32 385 433	Staff Sgt.	Died of wounds



CASUALTY LIST, WORLD WAR II, MONMOUTH COUNTY, NEW JERSEY (*continued*)*Name and Address:**Next of Kin:**Serial Number: Rank:**Finding of Death:*

THORNE, Horace M. Mother: Mrs. Zelma S. Thorne Harmony Rd., Keyport			Corporal	Killed in action Awarded Congressional Medal of Honor. (See explanation at end of this Monmouth County list.) Killed in action
THROCKMORTON, T. H. Mother: Mrs. Harold H. Throckmorton 66 Broad St., Freehold	12 043 477	Private		
TIBBETTS, Robert W. Monmouth County	0 451 525	First Lieut.		Died non-battle
TOMAINI, Anthony P. 417 Winter St., Long Branch	12 011 860	Staff Sgt.		Died non-battle
TOMAINO, Dominic L. Monmouth County	32 595 638	Private, 1st class		Killed in action
TONGRING, Otto E. 254 Lawrence Ave., Elberon Park	12 184 689	Private, 1st class		Died non-battle
TOOMEY, John J. Father: Michael Toomey Box 266, Rumson Rd., Red Bank	32 917 180	Private, 1st class		Killed in action
TRUPIA, Salvatore A. Mother: Mrs. Kate Trupia 44 Atkins Ave., Neptune	12 133 746	Sergeant		Finding of death
ULRICH, Chester G. Wife: Mrs. Ruth C. Ulrich 5311 Hudson Ave., West New York	0 800 077	Second Lieut.		Killed in action
URBAN, John S. Mother: Mrs. Marie Urban Route 1, Freehold	19 052 970	Corporal		Died non-battle
VACCARO, Albert A. Monmouth County	32 074 019	Corporal		Died non-battle
VAN RIXOORT, John P. Wife: Mrs. John M. Van Rixoord 8 Perry St., Keyport	32 385 057	Staff Sgt.		Killed in action
VAN SICKLE, Willard F. Wife: Mrs. Alice Van Sickle Fisk Ave., Brielle	32 951 027	Private		Killed in action
VAN VLIET, Robert C. Sycamore Ave., Shrewsbury	0 013 340	Brigadier General		Died non-battle

CASUALTY LIST, WORLD WAR II, MONMOUTH COUNTY, NEW JERSEY (*continued*)*Name and Address:**Next of Kin:**Serial Number: Rank:**Finding of Death:*

VAN VLIET, Robert C., Jr. Shrewsbury	0 004 669	Colonel	Died non-battle
VAN-WOUDT, Jasper Monmouth County	6 025 051	Sergeant	Died non-battle
VASEL, Warren T. Father: Theodore Vasel Ocean Grove	32 260 619	Sergeant	Killed in action
VIGILANE, Anthony J. Monmouth County	32 236 993	Sergeant	Died non-battle
VITTORIA, Corrado J. Mother: Mrs. Julia Vittoria 132 Shrewsbury Ave., Red Bank	32 609 379	Private, 1st class	Killed in action
VOGEL, Herman H. Wife: Mrs. Ruth A. Vogel 800 Ocean Rd., Spring Lake	32 955 067	Private	Killed in action
WALLING, Edward H. Monmouth County	32 385 096	Private	Died non-battle
WARDELL, Edgar S. 22 Washington St., Long Branch	0 426 450	First Lieut.	Died non-battle
WATSON, Paul E. Monmouth County	0 427 852	Lieut. Colonel	Died non-battle
WELSH, Raymond Mother: Mrs. Gertrude Welsh 14 Lincoln Court, Keansburg	32 917 775	Private	Killed in action
WHITE, Alfred H. Wife: Mrs. Madeline White 1323 Monroe Ave., Neptune	32 957 628	Private	Killed in action
WHITE, Joseph M. Monmouth County	12 054 366	Aviation Cadet	Died non-battle
WHITNEY, May D. P. O. Box 142, Red Bank	01 895 960	Second Lieut.	Died non-battle
WILLIAMS, Charles T. Mother: Mrs. Minnie Williams Route 2, Lakewood	32 758 939	Private, 1st class	Finding of death
WINSCHUH, John H. Ravine Drive, Matawan	0 340 262	First Lieut.	Killed in action
WOODS, Harrison J. Monmouth County	32 602 835	Corporal	Died non-battle
WORTH, Milton E., Jr. Mother: Mrs. Charlotte Worth 120 Brighton Ave., Deal	42 117 039	Private, 1st class	Killed in action
YALE, Harry E. Wife: Mrs. Dorothy Ann Yale 382 Warburton St.,	32 304 644	Private, 1st class	Killed in action

CASUALTY LIST, WORLD WAR II, MONMOUTH COUNTY, NEW JERSEY (*continued*)

Name and Address: Next of Kin:	Serial Number:	Rank:	Finding of Death:
YARNALL, W. L., Jr. 1314-8th Ave., Neptune	0 814 620	First Lieut.	Finding of death
YEPELLO, Anthony 399 Exchange Place, Long Branch	32 595 908	Private, 1st class	Died non-battle
YONCUSKY, Alexander Mother: Mrs. Sophie Yoncusky Cambridge Ave., Union Beach	32 593 308	Private	Killed in action
ZIVANIDIS, Theodore Monmouth County	0 772 108	Second Lieut.	Killed in action

Of the 17 Congressional Medals of Honor awarded New Jersey officers and enlisted men during World War II, one was given to a resident of the shore counties, Corporal Horace M. Thorne, of Keyport, Monmouth County. It was awarded posthumously. Thorne was Corporal, Troop D 89th Cavalry Reconnaissance Squadron, 9th Armored Division, United States Army. According to the description given by the Army authorities,

He was the leader of a combat patrol on 21 December 1944, near Gruffingen, Belgium, with the mission of driving German forces from dug-in positions in a heavily wooded area. As he advanced his light machine gun, a German Mark III tank emerged from the enemy position and was quickly immobilized by fire from American light tanks supporting the patrol. Two of the enemy tankmen attempted to abandon their vehicle but were killed by Corporal Thorne's shots before they could jump to the ground. To complete the destruction of the tank and its crew, Corporal Thorne left his covered position and crept forward alone through intense machine-gun fire until close enough to toss two grenades into the tank's open turret, killing two more Germans. He returned across the same firebeaten zone as heavy mortar fire began falling in the area, seized his machine gun and without help, dragged it to the knocked-out tank and set it up on the vehicle's rear deck. He fired short rapid bursts into the enemy positions from his advantageous but exposed location, killing or wounding eight. Two enemy machine-gun crews abandoned their positions and retreated in confusion. His gun jammed; but rather than leave his self-chosen post he attempted to clear the stoppage; enemy small-arms fire, concentrated on the tank, killed him instantly. Corporal Thorne displayed heroic initiative and intrepid fighting qualities, inflicted costly casualties on the enemy and insured the success of his patrol's mission by the sacrifice of his life. (Congressional Medal of Honor, G.O. No. 80, 19 September 1945). Next of kin: Mother, Mrs. Zelma S. Thorne, Harmony Road, Keyport, New Jersey.

(Material taken from files of Department of Defense, State of New Jersey, Trenton, New Jersey.)

CASUALTY LIST, WORLD WAR II, MONMOUTH COUNTY, NEW JERSEY (*continued*)  
 UNITED STATES COAST GUARD, MARINE CORPS, MARINE CORPS RESERVE, NAVY  
 AND NAVAL RESERVE

<i>Name and Address:</i>	<i>Branch of Service:</i>	<i>Rank:</i>
<i>Next of Kin:</i>		
ABBOTT, Arthur T., Jr. Wife: Mrs. Arthur T. Abbott, Jr. 89 Wyckoff Ave., Manasquan	Marine Corps Reserve	Private 1st class
ABBOTT, Frederick L. Mother: Mrs. Clara Abbott 1307 "H" St., Belmar	Naval Reserve	Seaman 1st class
APPLEGATE, David L. Wife: Mrs. Mabel M. Applegate Box 88, Farmingdale	Naval Reserve	Carpenter's Mate 1st class
ASKEW, Theodore Parents: Mr. & Mrs. Edward Askew 93 Throckmorton St., Freehold	Naval Reserve	Steward's Mate 2nd class
BARBERIO, John Wife: Mrs. John Barberio 88 E. Front St., Red Bank	Marine Corps Reserve	Sergeant
BERRY, Joseph L. Wife: Mrs. Rose M. Berry 214 Pearl St., Red Bank	Marine Corps	Private 1st class
BORDEN, James A. Father: James Borden Rt. 2, Box 216, Freehold	Naval Reserve	Seaman 2nd class
BROWN, Raymond C. Father: Raymond Brown Rt. 2, Matawan	Naval Reserve	Soundman 3rd class
BUCHHOP, Albert T. Father: W. Albert Buchhop 76 Center Ave., Atlantic Highlands	Naval Reserve	Aviation RdM 2nd class
BURTON, Paul W. Wife: Mrs. Elizabeth W. Burton 1320 Locust Dr., Asbury Park	Navy	Lieut. Commander
CLASS, Francis E. Father: Frank E. Class 103-11th Ave., Belmar	Naval Reserve	Seaman 2nd class
COOPER, Joseph H. Brother: Charles Cooper 369 Garfield Ct., Long Branch	Naval Reserve	Steward's Mate 2nd class
COSTON, Leroy, Jr. Father: Harold Elton, Sr. 1324 Heck Ave., Asbury Park	Navy	Steward's Mate 3rd class



CASUALTY LIST, WORLD WAR II, MONMOUTH COUNTY, NEW JERSEY (*continued*)

<i>Name and Address:</i> <i>Next of Kin:</i>	<i>Branch of Service:</i>	<i>Rank:</i>
CROSMAN, George J. Parents: Mr. & Mrs. George J. Crosman 300 Atkins Ave., Neptune	Naval Reserve	Aviation RdM 3rd class
DAVISON, William E. Mother: Mrs. Emily Bryant 18 De Normandie Ave., Fair Haven	Navy	Motor Mach. Mate 1st class
DEBELE, Charles F., Jr. Mother: Mrs. Myrtle E. Debele Kentucky Ave., East Keansburg	Marine Corps	Private 1st class
DUGAN, Albert Father: Frank Dugan 116 Sylvania Ave., Neptune City	Navy	Seaman 2nd class
DURANTE, Luke J. Parents: Mr. & Mrs. John Durante 6 Main St., Matawan	Navy	Ch. Photographer's Mate
EAGER, Joseph A. Parents: Mr. & Mrs. Joseph P. Eager 142 Rosewood Ave., Long Branch	Marine Corps Reserve	Second Lieut.
EBERLE, Robert O. Parents: Mr. & Mrs. Robert Eberle 1227 Asbury Ave., Asbury Park	Marine Corps	Private 1st class
ELLIS, Edward P. Wife: Mrs. Phyllis T. Ellis 167 Main St., Matawan	Naval Reserve	Lieut.
EMMONS, George D., Jr. Wife: Mrs. Marie G. Emmons 1157 Clinton Ave., West Belmar	Naval Reserve	Gunner's Mate 2nd class
EVANS, Howard R. Parents: Mr. & Mrs. Jon August Pettersen 45 Center St., Rumson	Naval Reserve	Seaman 1st class
FASANO, Raymond H. Parents: Mr. & Mrs. Carmen Fasano 76-2nd Ave., Long Branch	Naval Reserve	Radioman 2nd class
FERRIS, John R. Parents: Mr. & Mrs. William R. Ferris 411-9th Ave., Belmar	Marine Corps Reserve	Second Lieut.

CASUALTY LIST, WORLD WAR II, MONMOUTH COUNTY, NEW JERSEY (*continued*)*Name and Address:**Next of Kin:**Branch of Service:**Rank:*

FERRUGGIARO, Alfred J. Father: Santo Ferruggiario 805 F St., Belmar	Naval Reserve	Seaman 1st class
FIELDS, Edward Wife: Mrs. Agnes Fields Route 2, Box 38, Asbury Park	Naval Reserve	Watertender 1st class
FOX, Arthur R. Mother: Mrs. Hannah Krupka 68 Washington Ave., Keansburg	Naval Reserve	Fireman 3rd class
HAUBER, George K. Wife: Mrs. Elline Hauber 42-2nd St., Highlands	Navy	Ship's Cook 1st class
HAYES, Charles S. Wife: Mrs. Mary Leona Hayes 220 Russell Ct., Long Branch	Navy	Seaman 2nd class
HEIGHT, Leon H., Jr. Parents: Mr. & Mrs. Leon H. Height, Sr. 1405-4th Ave., Spring Lake	Marine Corps Reserve	First Lieut.
HENDRICKSON, William N. Parents: Mr. & Mrs. John L. Hendrickson Laurel Ave., Keyport	Marine Corps Reserve	Private 1st class
HORTON, Joseph J. Sister: Miss Mildred Horton Belmar	Navy	Metalsmith 1st class
JASPER, Frederick L. Wife: Mrs. Dorothy C. Jasper 41 Manalapan Ave., Freehold	Naval Reserve	Seaman 1st class
JECK, Frederick C. Guardian: Miss Ida Jeck 1108 Asbury Ave., Asbury Park	Navy	Radioman 3rd class
JOHNSON, Theodore K. Brother: Charles F. Johnson 516 Wildwood Rd., West Allenhurst	Marine Corps Reserve	First Lieut.
JOSEPHS, Arthur T. Parents: Mr. & Mrs. Morris Josephs Broadway, Leonardo	Naval Reserve	Electrician Mate 2nd class
JULIANO, Peter Mother: Mrs. Nellie Juliano 503 High St., Long Branch	Naval Reserve	Ship's Cook 3rd class

CASUALTY LIST, WORLD WAR II, MONMOUTH COUNTY, NEW JERSEY (*continued*)

<i>Name and Address:</i> <i>Next of Kin:</i>	<i>Branch of Service:</i>	<i>Rank:</i>
KAVANAGH, Charles J. Parents: Mr. & Mrs. Joseph P. Kavanagh Rt. 1, Box 512, Matawan	Naval Reserve	Aviation Radioman 3rd class
LARRISON, Walter L., Jr. Father: Walter L. Larrison, Sr. 511-12th Ave., Belmar	Navy	Seaman 2nd class
LAYTON, Gerald B. Wife: Mrs. Katherine R. Layton 80 E. Front St., Red Bank	Marine Corps Reserve	Private 1st class
LEIGHTON, Jesse S., Jr. Wife: Mrs. Jesse S. Leighton, Jr. 83 Avenue of Two Rivers, Rumson	Marine Corps Reserve	Corporal
LEWIS, Norman C. Wife: Mrs. Eda D. K. Lewis Fitkin Memorial Hospital, Neptune	Naval Reserve	Ensign
LOUQUET, Eugene Parents: Mr. & Mrs. Leon Louquet 47-1st St., Freehold	Navy	Torpedoman's Mate 3rd class
LYON, Daniel B. Wife: Mrs. Gloria B. Lyon 831 Norwood Ave., Elberon	Naval Reserve	Radioman 2nd class
MACEWAN, John A., Jr. Father: John A. Macewan, Sr. 126 Main St., Keyport	Marine Corps Reserve	Private 1st class
MATTHEWS, Robert S. Wife: Mrs. Juanita M. Matthews 49 First St., Highlands	Navy	Aviation Machinist's Mate 3rd class
McCONNELL, Joseph R. Father: Leo P. McConnell 903 Railroad Ave., Belmar	Naval Reserve	Seaman 2nd class
McELVAINE, Wilbur Parents: Mr. & Mrs. Elwood McElvaine 42 Wilson Ave., Matawan	Marine Corps Reserve	Private
McGRATH, William J. Parents: Mr. & Mrs. Joseph P. McGrath 156 South St., Freehold	Naval Reserve	Aviation Machinist's Mate 2nd class
MENKE, George L., Jr. Father: George L. Menke, Sr. 3 Springdale Ave., Neptune	Navy	Coxswain

CASUALTY LIST, WORLD WAR II, MONMOUTH COUNTY, NEW JERSEY (*continued*)

<i>Name and Address: Next of Kin:</i>	<i>Branch of Service:</i>	<i>Rank:</i>
MORLEY, James J., Jr. Parents: Mr. & Mrs. James J. Morley, Sr. 16 Broadway, Keyport	Naval Reserve	Electrician's Mate 3rd class
MATTHEWS, Stacy D. Parents: Mr. & Mrs. Stacy E. Matthews 96 Broad St., Freehold	Marine Corps Reserve	Corporal
MURPHY, Christopher B. Wife: Mrs. Dorothy L. Murphy 24 Beach St., Sea Bright	Naval Reserve	Radioman 3rd class
PERKINS, Frank J. Wife: Mrs. Olga E. Perkins 1709 F St., South Belmar	Naval Reserve	Boatswain's Mate 2nd class
PETILLO, Joseph J. Parents: Mr. & Mrs. Gavino Petillo 128 Dewitt Ave., Asbury Park	Marine Corps Reserve	Private 1st class
REAMER, William A., Jr. Parents: Mr. & Mrs. William A. Reamer, Sr. 10 Natco Rd., Union Beach	Navy	Seaman 1st class
RESCIGNO, Anthony Parents: Mr. & Mrs. Anthony Rescigno 331 Morris Ave., Long Branch	Naval Reserve	Seaman 1st class
RICE, Leslie L. Parents: Mr. & Mrs. Lloyd Rice Itaska Place, Port-Au-Peck	Marine Corps	Private 1st class
SCHANCK, David L. Parents: Mr. & Mrs. David C. Schanck 18 Osborn St., Keyport	Naval Reserve	Gunner's Mate 2nd class
SCHEICHER, Charles H., Jr. Mother: Mrs. Evelyn M. Hutchings 611 Asbury Ave., Asbury Park	Marine Corps Reserve	Private 1st class
SCHNEIDER, Milton E. Mother: Mrs. M. Schneider 208-16th Ave., Belmar	Marine Corps Reserve	First Lieut.
SHERMAN, Robert E. Parents: Mr. & Mrs. Lester B. Sherman 510-10th Ave., Belmar	Navy	Seaman 2nd class



CASUALTY LIST, WORLD WAR II, MONMOUTH COUNTY, NEW JERSEY (*continued*)

<i>Name and Address:</i> <i>Next of Kin:</i>	<i>Branch of Service:</i>	<i>Rank:</i>
STONEY, Alvin H. Wife: Mrs. Dorothy B. Stoney Locust St., Cliffwood	Naval Reserve	Boatswain's Mate 2nd class
TERRILL, Royce B. Wife: Mrs. Ruth K. Terrill 809 Bergh St., Asbury Park	Navy	Machinist's Mate 1st class
TRUAX, James W. Parents: Mr. & Mrs. Milton C. Truax 423 Morris Ave., Spring Lake	Marine Corps	Gunnery Sergeant
UNGER, James D. Wife: Mrs. Viola I. Unger Long Branch	Navy	Lieutenant (jg)
VAN BRUNT, John T., Jr. Wife: Mrs. Mary Van Brunt 3 Church St., Fair Haven	Naval Reserve	Coxswain
VAN NEST, Donald I. Parents: Mr. & Mrs. Charles H. Van Nest 1536-10th St., Neptune	Naval Reserve	Aviation Radioman 3rd class
WALLING, Nelson C. Sister: Mrs. Virginia Hyer Keansburg	Navy	Machinist's Mate 3rd class
WOLF, Edward N. Mother: Mrs. Meda Wolf 605 Cookman Ave., Asbury Park	Naval Reserve	Fireman 3rd class
ZALESKI, Frank M. Parents: Mr. & Mrs. Walter Zaleski Phalanx	Naval Reserve	Seaman 2nd class

## CASUALTY LIST, WORLD WAR II, OCEAN COUNTY, NEW JERSEY

## UNITED STATES ARMY

<i>Name and Address:</i> <i>Next of Kin:</i>	<i>Serial Number:</i>	<i>Rank:</i>	<i>Finding of Death:</i>
APPLEGATE, Alfred, Jr. Ocean County	32 957 231	Private	Killed in action
APPLEGATE, William Sister: Jessie Applegate Bay Ave., Toms River	32 365 861	Private, 1st class	Killed in action
ASHER, Fred M. Ocean County	42 022 356	Private, 1st class	Died non-battle

CASUALTY LIST, WORLD WAR II, OCEAN COUNTY, NEW JERSEY (*continued*)

<i>Name and Address:</i> <i>Next of Kin:</i>	<i>Serial Number:</i>	<i>Rank:</i>	<i>Finding of Death:</i>
BASS, Emil Mother: Mrs. Rose B. Bass 216 Clifton Ave., Lakewood	32 958 728	Private	Killed in action
BATCHELDER, Harrison Ocean County	32 242 178	Private	Killed in action
BEDELL, John E. Wife: Mrs. Helen P. Bedell 5 Princeton Ave., Lakewood	0 676 879	First Lieut.	Finding of death
BLOOM, Harry S. Mother: Mrs. Emily Bloom 19 Reese Ave., Lavallette	32 068 415	Sergeant	Killed in action
BOWKER, Raymond G. Mother: Mrs. Elsie M. Bowker Box 41, Browns Mills	42 142 253	Private	Killed in action
BRITTON, Frederick R. Wife: Mrs. Emma T. Britton Atlantic City Blvd., Bayville	42 081 056	Private, 1st class	Killed in action
BUCKLEY, Charles D. Wife: Mrs. Helen J. Buckley 7 Seventh St., Lakewood	0 353 598	First Lieut.	Killed in action
BUCKLEY, Frank E. Ocean County	01 321 607	Second Lieut.	Killed in action
BUTOW, Edward J. Mother: Mrs. Agnes V. Butow 17 Clifton Ave., Toms River	42 080 155	Private	Killed in action
CAMBURN, Frank B. Mother: Mrs. Mary Camburn Route 2, Box 123-B, Toms River	32 069 586	Private	Killed in action
CARLETON, John R. Wife: Mrs. Audrey Carleton 802 Arnold Ave., Point Pleasant	32 759 057	Private, 1st class	Killed in action
CARLSON, Robert B. Mother: Mrs. Theodore Carlson William St., Lakewood	32 759 065	Private, 1st class	Killed in action
CARRINGER, James R., Jr. Ocean County	0 377 160	First Lieut.	Died non-battle
CASEY, Thomas M. Ocean County	32 579 812	Private, 1st class	Killed in action
CHILDERS, John J. Ocean County	6 874 591	Corporal	Died non-battle
CHRISTAKOS, Augustus Mother: Mrs. Jenny Christakos Main St., Riverdale	32 603 596	Private, 1st class	Killed in action

CASUALTY LIST, WORLD WAR II, OCEAN COUNTY, NEW JERSEY (*continued*)*Name and Address:**Next of Kin:**Serial Number:**Rank:**Finding of Death:*

CLAYTON, Durell, Jr. Mother: Mrs. Eittetta Clayton Cassville	32 078 247	Staff Sgt.	Killed in action
CLICKNER, Charles R. Father: Harry A. Pomeroy Box 72, Hooper Ave., Toms River	32 956 737	Private, 1st class	Killed in action
CONOVER, Joseph H. Ocean County	32 078 204	Private	Died non-battle
CRANMER, Charles W. B. Mother: Mrs. Earl Cranmer Beach Haven	0 430 570	First Lieut.	Finding of death
CRAVEN, Arthur M. Mother: Mrs. Lucy C. Youmans Indian Hill Road, Route 1 Box 160-A, Toms River	42 083 151	Private, 1st class	Killed in action
DELESON, Robert M. Ocean County	12 134 313	Private	Died non-battle
DENINGER, Eugene H. Ocean County	32 264 505	Tech. 5	Died non-battle
DOWELL, James C., Jr. Mother: Mrs. Flossie Dowell 11th St., Beach Haven	33 778 353	Private, 1st class	Killed in action
DRUKEROFF, Meyer Mother: Mrs. Bella Drukeroff 484 Manetto Ave., Lakewood	32 065 894	Private	Killed in action
DUBON, Francis J. Friend: Mrs. John Barke 133-21 226th St., Laurelton	32 540 462	Tech. 5	Killed in action
FELDSTEIN, Alex A. Mother: Mrs. Lena Feldstein 815 Princeton Ave., Lakewood	0 733 297	First Lieut.	Killed in action
FLEISCHER, Frank E. Ocean County	32 579 651	Sergeant	Finding of death
FOLSOM, Robert H. Ocean County	32 078 213	Staff Sgt.	Died non-battle
FORSYTH, Chester A. Ocean County	32 070 507	Corporal	Died non-battle
FRITSCH, Robert E., Jr. Ocean County	12 011 480	Private	Died non-battle
HARSHMAN, Francis A. Wife: Mrs. Betty A. Harshman North Main St., Barnegat	6 874 370	Staff Sgt.	Killed in action
HAYES, Philip C. Mother: Mrs. Livia Hayes 15th St., Beach Haven	32 155 550	Tech. 4	Died of wounds

CASUALTY LIST, WORLD WAR II, OCEAN COUNTY, NEW JERSEY (*continued*)*Name and Address:**Next of Kin:**Serial Number:**Rank:**Finding of Death:*

HETT, Albert N. Ocean County	02 061 315	Second Lieut.	Killed in action
HEY, William A. Mother: Mrs. Lauretta C. Oxenford 813 Grove St., Point Pleasant Beach	32 481 975	Sergeant	Killed in action
HILL, Hugh Ocean County	12 034 319	Tech Sgt.	Killed in action
HURLEY, William J. Ocean County	32 955 280	Private	Killed in action
HUTCHEON, Frank E., Jr. Father: Frank E. Hutcheon 99 River Ave., Lakewood	0 526 250	First Lieut.	Killed in action
JERUE, John P. Ocean County	0 810 666	First Lieut.	Killed in action
JOHNSON, Calvin Mother: Mrs. Ruth Johnson Box 104-B, Toms River	32 952 165	Private, 1st class	Killed in action
JONES, John K., Jr. Father: John K. Jones 546 Blvd. Street, Westfield	0 830 232	Second Lieut.	Killed in action
KAVANAGH, Richard J. Wife: Mrs. Gay Kavanagh 2 Dover Road, Toms River	32 266 517	Private, 1st class	Killed in action
KESSLER, Lincoln F. Wife: Mrs. Caroline Kessler Box 60, Eatontown	32 481 986	Private	Killed in action
LUKACH, George, Jr. Father: George Lukach 931 W. Third St., Plainfield	32 593 794	Private, 1st class	Killed in action
LYNCH, William Wife: Mrs. Lydia V. Lynch West Main St., Tuckerton	42 142 322	Private, 1st class	Killed in action
LYNN, Edward J. Ocean County	6 978 734	Private	Died of wounds
MANSFIELD, Clayton J. Ocean County	0 017 140	Colonel	Killed in action
MARTIN, Charles F. Wife: Mrs. Grace L. Martin N. Main St., Manahawkin	32 242 155	Private 1st class	Killed in action
MASKELL, John, Jr. Mother: Mrs. Edith W. Maskell 9 Diana Court, Nottingham Village, Trenton	42 083 153	Private, 1st class	Killed in action



CASUALTY LIST, WORLD WAR II, OCEAN COUNTY, NEW JERSEY (*continued*)*Name and Address:**Next of Kin:**Serial Number:**Rank:**Finding of Death:*

McLAUGHLIN, George D., Jr. Father: George D. McLaughlin, Sr., 698 Washington St., Toms River	0 715 929	Second Lieut.	Killed in action
MILLER, Charles R. Mother: Mrs. Elizabeth L. Miller 835 Trenton Ave., Point Pleasant	32 957 234	Private	Killed in action
MOONEY, Lyell R., Jr. Father: Lyell R. Mooney 3 Denman Place, Summit	12 008 388	Private, 1st class	Died non-battle
MORECRAFT, Joseph F. Ocean County	32 481 729	Private	Died non-battle
NEILSON, William A. Ocean County	0 821 417	Second Lieut.	Killed in action
NELSON, Harold G. Ocean County	01 295 068	Second Lieut.	Killed in action
PANTELLA, Burdell Mother: Mrs. Mae Pantella 21 River Road, Toms River	32 266 479	Private	Killed in action
PASELA, Stanley F. Ocean County	32 264 510	Private, 1st class	Killed in action
PECK, James C. Mother: Mrs. Anna Peck 23 S. Gateway, Toms River	32 484 484	Sergeant	Killed in action
PETTIBONE, Raymond S. Ocean County	0 362 522	First Lieut.	Killed in action
PHARO, Clarence E. Ocean County	32 365 895	Private	Died non-battle
PHARO, Joseph W. Ocean County	12 010 400	Private	Died non-battle
PHARO, Walter E. Main St., Tuckerton	12 133 142	Sergeant 610th Squadron, 400th Bomb Group Army Air Base, Pueblo, Colorado	Death oc- curred in line of duty, July 28, 1943. Near Fort Morgan, Colorado.
PITTMAN, Arthur V. Father: Jarvis R. Pittman Water St., Barnegat	32 484 493	Private, 1st class	Killed in action

CASUALTY LIST, WORLD WAR II, OCEAN COUNTY, NEW JERSEY (*continued*)

<i>Name and Address: Next of Kin:</i>	<i>Serial Number:</i>	<i>Rank:</i>	<i>Finding of Death:</i>
POMEROY, Harry Father: James Pomeroy Box 72, Hopper Ave., Toms River	32 242 206	Private, 1st class	Killed in action
REEDER, Walter M. Ocean County	32 950 773	Private, 1st class	Died of wounds
RODEN, Wilbur Sister: Mrs. Lillian Phillips Box 142-A, Toms River	6 872 105	Private	Died of wounds
RUSSOMANO, Arthur Mother: Mrs. Fannie Russomano 63 S. Fifth Ave., Long Branch	32 595 659	Private, 1st class	Killed in action
SCHAUFFLER, W. G., 3rd Ocean County	0 660 593	First Lieut.	Killed in action
SCHREIBER, George Ocean County	32 368 045	Sergeant	Died of wounds
SCHWARTZ, William H. Ocean County	32 365 890	Private	Died non-battle
SCHWIMMBECK, Herbert C. Mother: Mrs. Anna Schwimmbeck 1512 Bayview Ave., Seaside Park	32 755 298	Private, 1st class	Killed in action
SENDGIKOSKI, Edmund J. Ocean County	32 759 081	Private	Killed in action
SILVERS, Milton R. Ocean County	0 793 684	First Lieut.	Died non-battle
SLEPIN, Jerome Ocean County	0 689 676	Second Lieut.	Killed in action
SOLOMON, Charles Ocean County	32 068 732	Tech. Sgt.	Killed in action
TEST, George, Jr. Ocean County	32 362 249	Tech. 5	Died non-battle
TOWNLEY, John H. Mother: Mrs. Henrietta B. Townley, 612 Laurel Ave., Point Pleasant	01 184 317	First Lieut.	Killed in action
WEATHERFORD, English Ocean County	32 365 921	Private	Died non-battle
WHITE, Britton H. Father: Britton White 137 E. 7th St., Lakewood	12 134 154	Private, 1st class	Killed in action
WINTON, Merrell C. Ocean County	12 034 147	Tech. 5	Killed in action

CASUALTY LIST, WORLD WAR II, OCEAN COUNTY, NEW JERSEY (*continued*)*Name and Address:*

<i>Next of Kin:</i>	<i>Serial Number:</i>	<i>Rank:</i>	
WYCKOFF, John E.	32 950 758	Private,	Killed in action
Mother: Mrs. Hattie Wyckoff		1st class	
112 Church St., Tuckerton			
YANNARELLO, Dominick	42 035 605	Private	Killed in action
Wife: Mrs. Mary Yannarello			
211 Central Ave., Lakewood			

## CASUALTY LIST, WORLD WAR II, OCEAN COUNTY, NEW JERSEY

UNITED STATES COAST GUARD, MARINE CORPS, MARINE CORPS RESERVE,  
NAVY AND NAVAL RESERVE*Name and Address:*

<i>Next of Kin:</i>	<i>Branch of Service:</i>	<i>Rank:</i>
BARELOR, Arris G.	Navy	Torpedoman 1st class
Parents: Mr. & Mrs. William Baralus, Cassville		
BROUWER, Leo F.	Naval Reserve	Boatswain's Mate 2nd class
Parents: Mr. & Mrs. Frank H. Brouwer, Main St., Forked River		
BUNDY, George	Navy	Gunner's Mate 2nd class
Wife: Mrs. Mae M. Bundy		
Box 344, Lakehurst		
CROWELL, Joseph F., Jr.	Navy	Lieutenant Commander
Wife: Mrs. Corinne Crowell		
Point Pleasant		
DAHMS, Henry	Marine Corps	Platoon Sergeant
Wife: Mrs. Mattie G. Dahms		
Lakehurst		
FEIMSTER, Frank D.	Marine Corps	Private 1st class
Wife: Mrs. Betty Feimster	Reserve	
202 Homestead Ave.,		
Point Pleasant		
GODFREY, Edward W.	Navy	Motor Machinist's Mate
Parents: Mr. & Mrs. Charles F. Godfrey,		2nd class
Toms River		
HERNDON, William H., Jr.	Navy	Boatswain's Mate 1st class
Wife: Mrs. Bessie Herndon		
USN AS, Lakehurst		
HOKENSTAD, Warren R.	Naval Reserve	Ensign
Wife: Mrs. Warren R.		
Hokenstad, Seaside Park		

CASUALTY LIST, WORLD WAR II, OCEAN COUNTY, NEW JERSEY (*continued*)

<i>Name and Address: Next of Kin:</i>	<i>Branch of Service:</i>	<i>Rank:</i>
KIEB, Norman H., Jr. Mother: Mrs. Grace S. Kieb Broadway & St. Louis Ave., Point Pleasant	Naval Reserve	Ensign
KONSTAND, Amos W. Wife: Mrs. Mary P. G. Konstand 44 Snyder St., Toms River	Naval Reserve	Ensign
LEIGRAF, Theodore J. Wife: Mrs. Agnes Leigraf Pine St., near Center St., Lakehurst	Navy	Chief Machinist's Mate
MARSH, Arnold Mother: Mrs. Rose Marsh Applegate 7 Walton St., Toms River	Naval Reserve	Aviation Radioman 2nd class
McKAIG, Thomas O. Father: Fred C. McKaig New Egypt	Navy	Yeoman 3rd class
MICHAEL, Paul R. Wife: Mrs. Paul R. Michael 49 Dayton Ave., Toms River	Marine Corps	Master Gunnery Sergeant
MORRIS, Robert W., Jr. Mother: Mrs. Jessie Morris Davis Ave., Point Pleasant	Naval Reserve	Lieutenant (jg)
NIST, James A. Parents: Mr. & Mrs. Martin Nist Rt. 1, Box 435, Lakewood	Naval Reserve	Lientenant (jg)
O'CONNELL, Larry Wife: Mrs. Pauline O'Connell 103 Atlantic Ave., Point Pleasant Beach	Naval Reserve	Boatswain
OSBORN, Isaac J. Parents: Mr. & Mrs. Isaac F. Osborn 104 Brown Ave., Lavallette	Supply Corps Naval Reserve	Ensign (Killed or died while a prisoner of war)
PENCI, Louis, Jr. Wife: Mrs. Doris E. Penci General Delivery, Beachwood	Navy	Chief Radioman
ROOS, Ole V. Wife: Mrs. Mae Roos 201 East 7th St., Lakewood	Navy	Aviation Chief Machinist's Mate
SEPTOR, Kenneth W. Wife: Mrs. Marjorie H. Septor Box 23, Lakehurst	Navy	Aviation Machinist's Mate 1st class



CASUALTY LIST, WORLD WAR II, OCEAN COUNTY, NEW JERSEY (*continued*)*Name and Address:**Next of Kin:**Branch of Service:**Rank:*

SMITH, Herman W.	Navy	Chief Aviation Pilot
Wife: Mrs. Marin V. Smith		
500 Chestnut St., Lakehurst		
SMITH, McCain	Naval Reserve	Lieutenant (jg)
Wife: Mrs. Helen N. Smith		
Beachwood		
TASKER, Albert J.	Marine Corps	Private 1st class
Wife: Mrs. Albert J. Tasker		
621 Caranetta Drive, Lakewood		
TROTTER, Frank A.	Naval Reserve	Lieutenant
Wife: Mrs. Marjore P. Trotter		
141 Lien St., Toms River		
VAUGHAN, William W.	Coast Guard	Gunner's Mate 2nd class
Father: Frank L. Vaughan		
Star Rt., Lakehurst		
WARDELL, Thomas T., Jr.	Navy	Coxswain
Father: Thomas T. Wardell, Sr.		
332 River Ave., Lakewood		
ZIEMER, William C.	Naval Reserve	Lieutenant (jg)
Parents: Mr. & Mrs. John		(Killed or died while a prisoner
Ziemer		of war)
Locust St., Toms River		

## CASUALTY LIST, CAPE MAY COUNTY, WORLD WAR II

## UNITED STATES ARMY

<i>Name and Rank</i>	<i>Army Ser. No.</i>	<i>Finding of Death</i>	<i>Address</i>
BELET'ZY, Nicholas W.	T-134846	Killed in action	
Flight Officer			
BRECKLY, Robert M.	32264232	Killed in action	507 Third St., Ocean City
Corporal			
BUDLESKI, Stanley P.	0-798963	Killed in action	
First Lieutenant			
BUNDSCHU, Frederick C.	32267918	Died non-battle	Wildwood Crest, New Jersey
Private, first-class			
BURWELL, William E.	0-1015423	Killed in action	
First Lieutenant			
CAMP, Edward I.	32750978	Killed in action	Cape May Court House
Private			
CAPRIONI, Gaetano P.	42081756	Killed in action	Main St., RFD Woodbine
Private, first-class			Belleplain, N. J.

CASUALTY LIST, CAPE MAY CO UNTY, WORLD WAR II (*continued*)

<i>Name and Rank</i>	<i>Army Ser. No.</i>	<i>Finding of Death</i>	<i>Address</i>
CARR, Edward V. Staff Sergeant	32269542	Died non-battle	S. Seaville Rd., RFD 1 South Dennis, N. J.
CHAMPION, Leland, Jr. Sergeant	32750979	Died non-battle	RFD Woodbine Belleplain, N. J.
COFFIN, George W. Staff Sergeant	32771364	Died non-battle	Box 46, West Norwood
COLLINS, David F. Private	42086881	Killed in action	129 York Avenue West Cape May, N. J.
COSTELL, William M. Tech. Sergeant	6978434	Finding of death	116 Spruce Avenue Wildwood, New Jersey
CRAIG, Dennis Tech. Sergeant	6152544	Finding of death	2 Main Street Woodbine, New Jersey
CREAMER, Charles, Jr. DE MARTINO, Leo F. Flight Officer	32269543 T-064396	Died of wounds Died non-battle	Woodbine, New Jersey
DICKINSON, Chester H. Private, first-class	32267909	Killed in action	Goshen, New Jersey
FERGUSON, Edgar A. Second Lieutenant	0-1299019	Killed in action	1044 Asbury Avenue Ocean City, New Jersey
FISHER, James H. Staff Sergeant	32243012	Killed in action	Green Creek, New Jersey
FOGLIO, Joseph A. Technician 5	32073490	Killed in action	121 Tenth Street Ocean City, New Jersey
FOSTER, Harold F. Private	32484077	Killed in action	Shellbay Avenue Cape May Court House
FOWLER, Milo F. Second Lieutenant	0-2005704	Killed in action	Box 24, Goshen, N. J.
FUERNISEN, Charles H. Private	32750985	Died of wounds	Box 34, Scotch Bonnet Road, Cape May, N. J.
FULLAGAR, Robert L. Private	32243223	Killed in action	Ocean City, New Jersey
GALLAGHER, Paul V. Private, first-class	32268490	Killed in action	11 East 14th Street Ocean City, New Jersey
GARRISON, John Sergeant	12010655	Missing	Washington Avenue Woodbine, New Jersey
GARRISON, Lewis F. Technician 4	12000029	Killed in action	c/o York's Service Station, Cape May, N. J.
GERACE, Nicholas J. Sergeant	32071877	Killed in action	207 West Rio Grande Wildwood, New Jersey
GOMIC, Nicholas M. Private, first-class	42012261	Killed in action	
GOODACRE, Charles F. Second Lieutenant	0-2063237	Killed in action	Bayshore Road Fishing Creek, New Jersey
GRANDE, Sylvester A. Staff Sergeant	32264199	Killed in action	200 West Rio Grande Wildwood, New Jersey

CASUALTY LIST, CAPE MAY COUNTY, WORLD WAR II (*continued*)

<i>Name and Rank</i>	<i>Army Ser. No.</i>	<i>Finding of Death</i>	<i>Address</i>
GROVES, John R. Staff Sergeant	12077765	Finding of death	805 Central Avenue Ocean City, New Jersey
HALBRUNER, Maurice S. Private	32484034	Died non-battle	Cold Spring, New Jersey
HALBRUNER, Maurice C. Technician 5	32750664	Died non-battle	RFD, Cold Spring, N. J.
HALSBOND, Myron R. Major	0-1683203	Died non-battle	
HANKINS, Persey S. Technician 4	32951075	Died non-battle	
HEARON, William E. Private, first-class	32270788	Killed in action	Box 111, Goshen, N. J.
HERFERT, Fred W. Staff Sergeant	32243008	Killed in action	428 West Montgomery Avenue, Wildwood, N. J.
HILLMAN, Bertram, Jr. Private	32269510	Killed in action	1036 Central Avenue Ocean City, New Jersey
HUNT, Russell H. Second Lieutenant	0-694248	Died non-battle	Wildwood, New Jersey
JOHNSON, Edwin P. Private, first-class	32484066	Killed in action	223 East Roberts St., Wildwood, New Jersey
JONES, Raymond L. Private, first-class	32243176	Died of wounds	Ocean City, New Jersey
KLINE, Francis V. Private	32954028	Died non-battle	RFD 1, Cape May Court House, New Jersey
KOSOBUCKI, Adam W., Jr. Staff Sergeant	32995907	Killed in action	212 West Montgomery Avenue, Cape May, N. J.
KOUKOL, Donald B. Private	42106065	Killed in action	
LAMANNA, Celestino B. Captain	0-1551663	Died non-battle	218-44th Street, Sea Isle City, N. J.
LEAMING, Edmund S. Second Lieutenant	0-1302022	Killed in action	664 Hughes Street Cape May, New Jersey
LEE, Robert E. Staff Sergeant	42142992	Killed in action	
LEVERING, Charles R. Private	42110796	Died of wounds	222 East Bennett Avenue Wildwood, New Jersey
LUDLAM, Stephen C. Private, first-class	42081753	Killed in action	321-92nd Street Stone Harbor, N. J.
MAGGIO, Michael R. Sergeant	12034423	Killed in action	4801 Pacific Avenue Wildwood, New Jersey
McCANN, William L. Technical Sergeant	12033884	Died non-battle	1800 Delaware Avenue Wildwood, New Jersey
MINTZER, John M. First Lieutenant	0-1301008	Killed in action	853 Park Place Ocean City, New Jersey

CASUALTY LIST, CAPE MAY COUNTY, WORLD WAR II (*continued*)

<i>Name and Rank</i>	<i>Army Ser. No.</i>	<i>Finding of Death</i>	<i>Address</i>
MOSELEY, Corville Corporal	12010163	Died non-battle	421 West Pine Avenue Wildwood, New Jersey
NORTON, John J. Private	13185884	Killed in action	2210 Atlantic Avenue Wildwood, New Jersey
PAONE, Anthony J., Jr. Private, first-class	12211864	Killed in action	1057 West Avenue Ocean City, New Jersey
PERSON, Captain C. Private, first-class	32071906	Finding of death	3 Haines Row Cape May, New Jersey
PETRELLA, Joseph Corporal	32077256	Finding of death	RFD 1, Box 96 Belleplain, New Jersey
PHARO, Walter E. Sergeant	12133142	Died non-battle	
REPICI, Frank Private, first-class	32070982	Killed in action	Belleplain, New Jersey
REVELLE, James Private	32750969	Killed in action	Shore Road, Ocean View, New Jersey
ROBBINS, Warren D. Captain	0-1688157	Died non-battle	202 Ocean Street Cape May, New Jersey
RUEBSAM, Robert L. Second Lieutenant	0-697500	Died non-battle	
SACK, Oliver R. Private	42140324	Died of wounds	Ocean View, New Jersey
SELBY, Charles E. Private, first-class	42080662	Killed in action	411 Ocean Avenue Ocean City, New Jersey
SHERMAN, Howard S. Private	32079011	Died non-battle	3207 Pacific Avenue Wildwood, New Jersey
SUMPTER, Harold C. Private	32165892	Died non-battle	Ocean City, New Jersey
SWITKA, Frank J. Private	32486173	Killed in action	605 Franklin Street Box 91, Woodbine, N. J.
TOWNSEND, Stanley C. Technician 5	32073488	Killed in action	Ocean City, New Jersey
VALERI, Anthony Private	32270808	Killed in action	Hand Avenue, Cape May Court House, N. J.
WALLIS, Robert C. Second Lieutenant	0-832031	Killed in action	117 Glenwood Avenue Wildwood, New Jersey
WALTER, Carl W. Sergeant	32264197	Missing	Wildwood Crest, N. J.
WATCHKO, John Sergeant	32264272	Died of wounds	Petersburg, New Jersey
WATSON, Ernest C. Private	32484056	Killed in action	620 Broadway, West Cape May, New Jersey
WHITEHEAD, Gordon L. Private	32270818	Killed in action	315 Broadway Cape May, New Jersey



## CASUALTY LIST, CAPE MAY COUNTY, WORLD WAR II (continued)

<i>Address</i>	<i>Army Ser. No.</i>	<i>Finding of Death</i>	<i>Name and Rank</i>
WOODSON, Robert B. Private, first-class	32369111	Killed in action	814 St. John Street Cape May, New Jersey
YUSCHOK, Paul Private, first-class	32264255	Killed in action	900 Washington Avenue Woodbine, New Jersey

## CASUALTY LIST, CAPE MAY COUNTY, WORLD WAR II

## UNITED STATES NAVY

<i>Name</i>	<i>Rank</i>	<i>Next of Kin:</i>
BLACKMAN, Norman R.	Chief Pharmacist's Mate, USCG	Wife: Mrs. Roberta E. Blackman 1104 Wesley Ave., Ocean City
BOOTY, Jephtha Van	Lieutenant, USN	Wife: Mrs. Dorothy J. Booty 205 Pittsburg St., Cape May
CLARK, Edwin P.	Chief Boatswain's Mate, USN	Sister: Mrs. Olive Freas 801 Queen St., Cape May
KAIGHN, John B., Jr.	Aviation Radioman 3c USNR	Parents: Mr. & Mrs. John B. Kaighn, Sr., RFD, Cape May
KELLY, William J.	Lt. Commander USNR	Wife: Mrs. Mary W. Kelly Cape May
LANGLEY, Edwin M.	Corporal, USMC	Mother: Mrs. Annie Langley 6404 Park Blvd., Wildwood Crest
MacELDERRY, William J.	Watertender 3c USNR	Mrs. Mary J. MacElderry 400 W. Poplar Ave., Wildwood
MAGGIO, Mario J.	Pfc., USMCR	Parents: Mr. & Mrs. Joseph Maggio 4801 Pacific Ave., Wildwood
MEEK, Harry A.	Pvt., USMCR	Mother: Mrs. Myrtle Meek 136 E. 1st Ave., North Wildwood
MONTGOMERY, Robert A.	Sgt., USMCR	Mother: Mrs. Ethel Montgomery 1300 Central Ave., Ocean City
MOORE, John	Coxswain, USN	Parents: Mr. & Mrs. Robert Moore, Sr. 103 Central Ave., North Wildwood
MLYNEK, Joseph S.	Aviation Machinist's Mate 3, USN	Wife: Mrs. Cora E. Mlynek 134 W. Chestnut St., Wildwood
REED, Willard E.	Seaman 1c, USNR	Mother: Mrs. Ethel M. Reed RFD, Cape May
RICHARDS, Louis A.	Chief Quartermaster USCG	Wife: Mrs. Evelyn H. Richards 323 W. Burk St., Wildwood
ROSS, Harry G.	Sergeant, USMC	Mother: Mrs. Cornelia M. Ross Beesley's Point, Ocean City
ROTT, Edward Y., Jr.	Aviation Ordnance- man, 3c, USN	Parents: Mr. & Mrs. Edward Y. Rott, Sr., Bennett Rd., Cape May Court House
SCHOLTEN, Lyle J.	Aviation Chief Ordnanceman, USN	Wife: Mrs. Pauline D. Scholten 1215 Maryland Ave., Cape May

CASUALTY LIST, CAPE MAY COUNTY, WORLD WAR II (*continued*)*Name**Rank**Next of Kin:*

SMYKOWSKI, Frank, Jr.	Chief Pharmacist USN	Wife: Mrs. Bernice H. E. Smykowski 110 Emerald Ave., West Cape May
SNYDER, Richard R.	Seaman, 1c, USNR	Parents: Mr. & Mrs. Harry K. Snyder, Sr., 302 W. Roberts Ave., Wildwood
SPANG, William F.	Captain, USMC	Wife: Mrs. Wm. F. Spang 308 Decater St., Cape May
VANCE, Robin C.	Ensign, USNR	Wife: Mrs. Mary M. Vance 405 Buttercup, Wildwood Crest
WALSH, Richard J., Jr.	Lieutenant (jg)	Wife: Mrs. Elizabeth Walsh 2400 Atlantic Ave., Wildwood
WHALEN, Robert H.	Aviation Pilot 1 USN	Wife: Mrs. Doris N. Whalen Box 35, Wildwood
WHITE, Maynard W.	Chief Radioman USNR	Wife: Mrs. Helen J. White c/o Ida Gilbert 911 Congie St., Cape May
YURIK, Victor	Seaman 1c, USCG	Sister: Mrs. Marie E. Pontiere Pontiere Built Homes Ocean City
WOLVINGTON, William H.	Corporal, USMC	Mother: Mrs. Jane Wolvington Box 103, Goshen

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APPENDIX B  
POPULATION STATISTICS

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# ATLANTIC COUNTY POPULATION STATISTICS

## County, Minor Civil Division and Date of Incorporation

	1810	1820	1830	1840	1850	1860	1870	1880	1890	1900	1910	1920	1930	1940	1950
16) ATLANTIC COUNTY (1837)	4507	5194	8164	8726	8961	11786	14093	18704	28836	46402	71894	83914	124823	124066	132399
1) Absecon City (1902)	---	---	---	---	---	---	---	507	501	530	781	702	2158	2084	2355
Atlantic City (1854)	---	---	---	---	---	687	1043	5477	13055	27838	46150	50707	66198	64094	61657
2) Brigantine City (1897)	---	---	---	---	---	---	---	---	---	99	67	12	357	403	1267
3) Buena borough (1949)	---	---	---	---	---	---	---	---	---	---	---	---	---	---	2640
3) Buena Vista township (1867)	---	---	---	---	---	---	948	885	1299	1646	2723	3647	4176	4067	2106
4) Corbin City (1922)	---	---	---	---	---	---	---	---	---	---	---	---	---	256	238
5) Egg Harbor City (1858)	---	---	---	---	---	789	1311	1232	1439	1808	2181	2622	3478	3589	3833
Egg Harbor township (1710)	1830	1635	2510	2739	2689	3207	3585	3568	3927	1863	1110	1360	3024	3066	4991
Estell Manor City (1925)	---	---	---	---	---	---	---	---	---	---	---	---	423	406	381
3) Folsom borough (1906)	---	---	---	---	---	---	---	---	---	---	232	217	219	229	292
Galloway township (1798)	1648	1895	2960	2208	2307	2735	2860	2337	2208	2469	1976	2115	3416	3457	4140
6) Hamilton township (1813)	---	877	1424	1565	2015	1945	1271	1464	1512	1682	2271	2406	3193	3363	3774
Mays Landing (uninc.)	---	---	---	---	---	---	---	---	---	---	---	---	---	---	1301
7) Hammoncton Town (1866)	---	---	---	---	---	---	1404	1776	3833	3481	5088	6417	7656	7668	8411
8) Linwood City (1889)	---	---	---	---	---	---	---	---	536	495	602	638	1514	1479	1925
9) Longport borough (1898)	---	---	---	---	---	---	---	---	---	80	118	100	228	303	618
Margate City (1897)	---	---	---	---	---	---	---	---	---	69	129	249	2913	3266	4715
10) Mullica township (1838)	---	---	---	1056	918	1600	861	717	697	880	811	1166	1425	1500	1804
11) Northfield City (1905)	---	---	---	---	---	---	---	---	---	---	---	---	---	---	3498
12) Pleasantville City (1889)	---	---	---	---	---	---	---	---	---	2182	4390	5887	11580	11050	11938
13) Port Republic City (1905)	---	---	---	---	---	---	---	---	---	---	405	340	373	402	423
14) Somers Point City (1902)	---	---	---	---	---	---	---	---	---	---	---	---	---	---	843
15) Ventnor City (1903)	---	---	---	---	---	---	---	---	---	---	491	2193	6674	7905	8158
Weymouth township (1798)	1029	787	1270	1158	1032	823	810	741	538	972	899	1166	685	675	750
(1) Absecon set apart from Galloway and Egg Harbor townships in 1872; made Absecon City in 1902.	(9) Taken from Egg Harbor township.														
(2) Brigantine incorporated in 1897 from Brigantine Beach.	(10) Taken from Galloway township.														
(3) Buena borough incorporated from part of Buena Vista township in 1949; Buena Vista township formed from part of Hamilton township in 1867; Folsom borough taken from it in 1906.	(11) Taken from Egg Harbor township in 1889, made a city in 1902.														
(4) Taken from Weymouth township.	(12) Taken from Egg Harbor township.														
(5) Taken from Egg Harbor township.	(13) Taken from Galloway township.														
(6) Taken from Egg Harbor township.	(14) Taken from Egg Harbor township.														
(7) Taken from Hamilton and Mullica townships.	(15) Taken from Egg Harbor township.														
(8) Taken from Egg Harbor township.	(16) Atlantic County set apart from Gloucester County in 1837, included the townships of Egg Harbor, Galloway, Hamilton, and Weymouth.														

# CAPE MAY COUNTY POPULATION STATISTICS

## County, Minor Civil Division and Date of Incorporation

	1790	1800	1810	1820	1830	1840	1850	1860	1870	1880	1890	1900	1910	1920	1930	1940	1950
10) CAPE MAY COUNTY	2571	3066	3632	4265	4945	5324	6433	7130	8349	9765	11268	13201	19745	19460	29486	28919	37131
1) Avalon borough (1897) (2)	—	—	—	—	—	—	—	—	—	—	—	93	220	197	343	313	428
3) Cape May City (1848)	—	—	—	—	—	—	—	—	—	—	—	2237	2471	2999	2637	2583	3607
4) Cape May Point borough (1891)	—	—	—	—	—	—	—	—	1248	1699	2136	153	162	121	104	126	198
1) Dennis township (1826)	—	—	—	—	1513	1350	1604	1558	1640	1812	1707	2778	1751	1639	1615	1877	1981
1) Lower township (1798)	—	—	862	1001	999	1133	1604	1865	1783	1779	1156	1141	1181	1096	1444	1693	2737
1) Middle township (1798)	—	—	1106	1157	1366	1624	1884	2155	2195	2575	2368	2191	2974	2760	3430	3889	4599
Cape May Court House (uninc.)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	1093
North Wildwood City	—	—	—	—	—	—	—	—	—	—	—	—	—	—	2049	1921	3158
5) Ocean City (1897)	—	—	—	—	—	—	—	—	—	—	452	1307	1950	2512	5525	4672	6040
6) Sea Isle City (1890)	—	—	—	—	—	—	—	—	—	—	766	340	551	564	850	773	993
1) Stone Harbor borough	—	—	—	—	—	—	—	—	—	—	—	—	—	—	363	383	670
Upper township (1798)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
7) West Cape May borough (1897)	—	—	1664	2107	1067	1217	1341	1552	1483	1702	1381	1351	1483	1272	1657	1675	1922
1) West Wildwood borough (1925)	—	—	—	—	—	—	—	—	—	—	757	696	844	967	1048	934	897
8) Wildwood City (1897)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	178	146	237
1) Wildwood Crest borough (1910)	—	—	—	—	—	—	—	—	—	—	—	150	898	2790	5330	5150	5475
9) Woodbine borough (1903)	—	—	—	—	—	—	—	—	—	—	—	—	103	161	738	661	1772
	—	—	—	—	—	—	—	—	—	—	—	—	2399	1406	2164	2111	2417

(1) Part of Avalon borough annexed to Stone Harbor borough in 1941.

Part of Lower township annexed to Wildwood Crest borough and part of Wildwood Crest borough annexed to Lower township in 1942. North Cape May borough and South Cape May borough disincorporated and consolidated with Lower township in 1945; Wildwood Crest borough taken from Lower township in 1910; West Wildwood borough taken from Middle township.

(2) Avalon taken from Middle township.

(3) Cape May City taken from Lower township; it was first incorporated as Cape Island and in 1869, its name was changed to Cape May City.

(4) Dennis taken from Upper township.

(5) Ocean City taken from Upper township.

(6) Sea Isle City taken from Dennis township.

(7) West Cape May taken from Lower township.

(8) Wildwood taken from Middle township; later it added Holly Beach.

(9) Woodbine taken from Dennis township.

(10) Cape May County created in West Jersey in 1692; included what became Upper, Middle and Lower townships.

# MONMOUTH COUNTY POPULATION STATISTICS

## County, Minor Civil Division and Date of Incorporation

	1790	1810	1820	1830	1840	1850	1860	1870	1880	1890	1900	1910	1920	1930	1940	1950
1) MONMOUTH COUNTY	16918	22150	25038	29233	32909	30313	39346	46195	55538	69128	82057	94734	104925	147209	161238	225327
3) Allenhurst borough (1897)	—	—	—	—	—	—	—	—	—	—	165	306	343	573	520	758
4) Allentown borough (1896)	—	—	—	—	—	—	—	—	—	—	695	634	634	706	766	931
5) Asbury Park city (1874)	—	—	—	—	—	—	—	—	—	—	4148	10150	12406	14981	14617	17094
6) Atlantic township (1847)	—	—	—	—	—	1498	1692	1713	1743	1505	1410	1205	1074	1241	1177	1814
7) Atlantic Highlands borough (1891)	—	—	—	—	—	—	—	—	—	945	1383	1845	1629	2000	2335	3083
8) Avon-by-the-Sea borough (1900)	—	—	—	—	—	—	—	—	—	—	—	426	647	1220	1211	1654
9) Belmar borough (1897)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
10) Bradley Beach borough (1893)	—	—	—	—	—	—	—	—	—	—	902	1433	1987	3491	3485	4636
11) Brielle borough (1910)	—	—	—	—	—	—	—	—	—	—	982	1807	2307	3306	3468	3911
12) Deal borough (1898)	—	—	—	—	—	—	—	—	—	—	—	—	392	684	961	1328
13) Eatontown borough (1873)	—	—	—	—	—	—	—	—	2642	2953	70	273	420	800	917	1064
14) Englishtown borough (1888)	—	—	—	—	—	—	—	—	—	444	3021	2076	2682	1938	1758	3044
15) Fair Haven borough	—	—	—	—	—	—	—	—	—	—	410	468	641	797	815	1004
16) Farmingdale borough (1903)	—	—	—	—	—	—	—	—	—	—	—	—	1295	2260	2491	3560
17) Freehold borough (1869)	—	—	—	—	—	—	—	—	—	—	—	416	474	629	609	755
Freehold township (1693)	3785	4784	5146	5481	6303	2642	3811	4231	2432	2932	2934	3233	4768	6894	6952	7550
18) Highlands borough (1900)	—	—	—	—	—	—	—	—	1870	2165	2234	2329	1498	1720	2459	3442
19) Holmdel township (1857)	—	—	—	—	—	—	—	—	—	—	1228	1386	1731	1877	2076	2959
20) Howell township (1801)	—	—	—	—	—	—	1334	1415	1575	1479	1190	1058	1100	1191	1201	1380
21) Interlaken borough (1922)	—	2780	3354	4141	4699	4058	2574	3371	3374	3018	3103	2703	2549	3146	4039	6696
	—	—	—	—	—	—	—	—	—	—	—	—	—	545	787	833

- (1) Monmouth County created in East Jersey in 1682, and in 1693 the townships of Freehold, Middletown and Shrewsbury were established; in 1800, its population was 19,872.
- (2) Part of Raritan township annexed to Keansburg borough in 1947. Roosevelt borough changed from Jersey Homesteads in 1945. April 1, 1950, population of area constituting Shrewsbury township after incorporation of New Shrewsbury borough in August, 1950 was 1388.
- (3) Allenhurst taken from Ocean township.
- (4) Allentown taken from Upper Freehold township.
- (5) Asbury Park taken from Ocean township.
- (6) Atlantic township taken from parts of Freehold, Middletown and Shrewsbury townships.
- (7) Atlantic Highlands taken from Middletown township.
- (8) Avon taken from Neptune City.

(9) Belmar taken from Wall township.

(10) Bradley Beach taken from Neptune township.

(11) Brielle taken from Wall township.

(12) Deal taken from Ocean township.

(13) Eatontown township taken from Ocean and Shrewsbury townships; in the 1920's, became a borough.

(14) Englishtown taken from Manalapan township.

(15) Fair Haven taken from Shrewsbury township following 1910 Census.

(16) Farmingdale taken from Howell township.

(17) Freehold borough taken from Freehold township.

(18) Highlands taken from Middletown township.

(19) Holmdel taken from Raritan township.

(20) Howell taken from Shrewsbury township.

(21) Interlaken taken from Ocean township.



# MONMOUTH COUNTY POPULATION STATISTICS (Continued)

County, Minor Civil Division  
and Date of Incorporation

	1790	1810	1820	1830	1840	1850	1860	1870	1880	1890	1900	1910	1920	1930	1940	1950
22) Keansburg borough (2)	—	—	—	—	—	—	—	—	—	—	—	—	1321	2190	2904	5559
23) Keyport borough (1870)	—	—	—	—	—	—	—	2366	—	3411	3413	3554	4415	4940	5147	5888
24) Little Silver borough (1926)	—	—	—	—	—	—	—	—	—	—	—	—	—	1109	1461	2599
Long Branch city (1867)	—	—	—	—	—	—	—	—	3833	7231	8872	13298	13521	18399	17408	23090
25) Manalapan township (1848)	—	—	—	—	—	1910	2374	2286	2175	1558	1435	1375	1080	1464	1900	3137
26) Manasquan borough (1887)	—	—	—	—	—	—	—	—	1506	1582	1500	1582	1705	2320	2340	3178
27) Marlboro township (1848)	—	—	—	—	—	1564	2083	2231	2193	1913	1747	1754	1710	1992	5015	6359
28) Matawan borough (1895)	—	—	—	—	—	—	—	—	1491	1511	1511	1646	1910	2264	2758	3739
29) Matawan township (1857)	—	—	—	—	—	—	2072	2839	2699	1692	1310	1472	1856	2496	2633	3888
Cliffwood Beach (uninc.)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	1448	1448
Oak Shades (uninc.)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	1033
Middletown township (1693)	3225	3849	4369	5128	6063	3251	4112	4639	5059	5650	5479	6653	5917	9209	11018	16203
Belford (uninc.)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	1832
East Keansburg (uninc.)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	2596
Fairview-River Plaza (uninc.)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	1717
Leonardo (uninc.)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	1887
Navesink (uninc.)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	1085
Port Monmouth (uninc.)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	1767
30) Millstone township (1844)	—	—	—	—	—	1676	2356	2087	2080	1782	1509	1461	1405	1428	1466	2100
Monmouth Beach borough	—	—	—	—	—	—	—	—	—	—	—	485	410	457	584	806
31) Neptune township (1879)	—	—	—	—	—	—	—	—	4187	8333	7943	5551	6470	10625	10207	13613
Ocean Grove (uninc.)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	3806
Whitesville-West Grove-Bradley Park (uninc.)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	7480
32) Neptune City borough (1881)	—	—	—	—	—	—	—	—	—	—	1009	488	539	2258	2392	3073
(22) Keansburg taken from Middletown and Raritan townships following 1910 Census.	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
(23) Keyport taken from Raritan township.	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
(24) Little Silver taken from Shrewsbury township.	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
(25) Manalapan taken from Freehold township.	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
(26) Manasquan taken from Wall township.	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

(27) Marlboro taken from Freehold township.

(28) Matawan borough taken from Matawan township.

(29) Matawan township taken from Raritan township.

(30) Millstone taken from Freehold and Upper Freehold townships.

(31) Neptune township taken from Ocean township.

(32) Neptune City taken from Neptune township.



# MONMOUTH COUNTY POPULATION STATISTICS (Continued)

## County, Minor Civil Division and Date of Incorporation

	1790	1810	1820	1830	1840	1850	1860	1870	1880	1890	1900	1910	1920	1930	1940	1950
33) Ocean township (1849)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Oakhurst (uninc.)	—	—	—	—	—	3768	4346	6189	2194	2978	4251	1377	1581	2892	4200	6734
Wanamassa (uninc.)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	2512
34) Oceanport borough (1927)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	3159	7588
35) Raritan township (2) (1848)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	1662	2763
36) Red Bank borough (1870)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	12743	12743
2) Roosevelt borough (2)	—	—	—	—	—	—	—	2086	4145	—	—	7398	9251	11622	10974	720
Rumson borough	—	—	—	—	—	—	—	—	—	—	—	—	—	—	698	4013
37) Sea Bright borough (1889)	—	—	—	—	—	—	—	—	—	—	—	1449	1658	2073	2926	999
38) Sea Girt borough	—	—	—	—	—	—	—	—	—	—	1198	1220	856	899	779	1178
39) Shrewsbury borough (1926)	—	—	—	—	—	—	—	—	—	—	—	—	110	386	599	1613
Shrewsbury township (2) (1693)	4673	3773	4284	4700	5917	3182	4132	3354	6526	4222	3842	3238	1944	1052	1347	5171
Vail Homes (uninc.)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	1442
40) South Belmar borough	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	886
41) Spring Lake borough (1892)	—	—	—	—	—	—	—	—	—	—	526	853	1009	1745	1650	2008
42) Spring Lake Heights borough (1926)	—	—	—	—	—	—	—	—	—	—	—	—	—	1221	1076	1798
43) Union Beach borough (1925)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	3630
Upper Freehold township	3442	3842	4541	4826	5026	2566	3198	3640	3236	2861	2112	2053	1737	1867	1839	2193
44) Wall township (1851)	—	—	—	—	—	—	2283	2671	3829	3269	3212	3817	3324	3540	4383	7386
West Belmar (uninc.)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	2058
West Long Branch borough	—	—	—	—	—	—	—	—	—	—	—	879	966	1686	2030	2739

(33) Ocean township taken from Shrewsbury township.

(34) Oceanport taken from Eatontown township.

(35) Raritan township taken from Middletown township.

(36) Red Bank taken from Shrewsbury township.

(37) Sea Bright taken from Ocean township.

(38) Sea Girt taken from Wall township after 1910 Census.

(39) Shrewsbury borough taken from Shrewsbury township.

(40) South Belmar taken from Wall township after 1920 Census.

(41) Spring Lake taken from Wall township.

(42) Spring Lake Heights taken from Wall township.

(43) Union Beach taken from Raritan township.

(44) Wall township taken from Howell township.

# OCEAN COUNTY POPULATION STATISTICS

## County, Minor Civil Division and Date of Incorporation

	1790	1810	1820	1830	1840	1850	1860	1870	1880	1890	1900	1910	1920	1930	1940	1950
1) OCEAN COUNTY	—	—	—	—	—	10032	11176	13628	14455	15974	19747	21318	22155	33069	37706	56117
2) Barnegat Light borough (1904)	—	—	—	—	—	—	—	—	—	—	—	70	69	144	225	227
3) Bay Head borough (1886)	—	—	—	—	—	—	—	—	—	—	247	281	273	429	499	808
4) Beach Haven borough (1890)	—	—	—	—	—	—	—	—	—	—	239	272	329	715	746	1050
4) Beachwood borough	—	—	—	—	—	—	—	—	—	—	—	—	—	394	650	1251
5) Berkeley township (1875)	—	—	—	—	—	—	—	—	683	786	694	597	576	811	1127	1550
6) Brick township (1850)	—	—	—	—	—	1558	1835	2724	2990	4065	2130	2177	2084	1172	1376	4319
Breton Woods-Osbornville (uninc.)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
7) Dover township (1767)	910	1882	1916	2898	2752	2385	2378	3044	2489	2609	2618	2452	2198	3970	5165	1619
Toms River (uninc.)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	7707
8) Eagleswood township (1874)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	2517
9) Harvey Cedars borough (1894)	—	—	—	—	—	—	—	—	592	791	563	550	420	483	551	623
Island Beach borough	—	—	—	—	—	—	—	—	—	—	39	33	65	53	74	106
10) Island Heights borough (1887)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	31	13
11) Jackson township (1844)	—	—	—	—	—	1333	1606	1755	1803	1717	316	313	194	453	392	795
12) Lacey township (1871)	—	—	—	—	—	—	—	—	814	711	718	602	504	692	2153	3513
12) Lakehurst borough (1921)	—	—	—	—	—	—	—	—	—	—	—	—	—	947	752	966
13) Lakewood township (1892)	—	—	—	—	—	—	—	—	—	—	—	—	—	947	827	1518
Lakewood (uninc.)	—	—	—	—	—	—	—	—	—	—	3094	5149	6110	7869	8502	10809
14) Lavellette borough (1887)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	9970
1) Little Egg Harbor township	—	918	1102	1491	1875	2020	2375	1779	1881	1771	1856	388	410	287	315	567
														547	577	644

(1) Ocean County created 1850 from Monmouth County, consisted of Jackson, Plumsted, Stafford, Union, Dover and Brick townships. In 1891, Little Egg Harbor township was added from Burlington County.

(2) Barnegat Light borough changed from Barnegat City borough in 1948. Taken in 1904 from Long Beach township. Part of Dover township annexed to Seaside Heights borough in 1946. Ship Bottom borough changed from Ship Bottom-Beach Arlington borough in 1947.

(3) Bay Head taken from Brick township.

(4) Beach Haven taken from Eagleswood township; Beachwood taken from Berkeley township after the 1910 Census.

(5) Berkeley taken from Dover township.

(6) Brick taken from Dover and Howell townships.

(7) Dover taken from Shrewsbury township.

(8) Eagleswood taken from Stafford township.

(9) Harvey Cedars taken from Union township.

(10) Island Heights taken from Dover township.

(11) Jackson taken from parts of Dover, Freehold, and Upper Free-

hold townships.

(12) Lacey taken from Dover and Union townships; Lakehurst taken

from part of Manchester township.

(13) Lakewood taken from Brick township.

(14) Lavellette taken from Dover township.

# OCEAN COUNTY POPULATION STATISTICS (Continued)

## County, Minor Civil Division and Date of Incorporation

	1790	1810	1820	1830	1840	1850	1860	1870	1880	1890	1900	1910	1920	1930	1940	1950
15) Long Beach township (1899)	—	—	—	—	—	—	—	—	—	—	152	107	106	355	425	840
16) Manchester township (1865)	—	—	—	—	—	—	—	1102	1057	1057	1033	1112	1034	1009	918	1758
16) Mantoloking borough	—	—	—	—	—	—	—	—	—	—	—	—	37	37	58	72
17) Ocean township (1876)	—	—	—	—	—	—	—	—	484	482	436	397	286	387	427	520
17) Ocean Gate borough	—	—	—	—	—	—	—	—	—	—	—	—	69	174	242	452
17) Pine Beach borough (1925)	—	—	—	—	—	—	—	—	—	—	—	—	—	72	163	495
18) Plumsted township (1845)	—	—	—	—	—	1613	2003	1566	1561	1327	1204	1123	1276	1215	1580	2093
New Egypt (uninc.)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	1294
18) Point Pleasant borough (1920)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	2058	4009
19) Point Pleasant Beach borough (1886)	—	—	—	—	—	—	—	—	—	—	746	1003	1575	1844	2059	2900
19) Seaside Heights borough (2)	—	—	—	—	—	—	—	—	—	—	—	—	154	399	549	862
20) Seaside Park borough (1898)	—	—	—	—	—	—	—	—	—	—	73	101	179	571	653	987
20) Ship Bottom borough (2)	—	—	—	—	—	—	—	—	—	—	—	—	—	277	396	533
20) South Toms River borough (1927)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	405	455
Stafford township (1749)	883	1239	1428	2059	2149	1384	1436	1514	1008	1095	1009	934	830	1039	1253	1347
21) Surf City borough (1884)	—	—	—	—	—	—	—	—	—	—	9	40	43	76	129	291
22) Tuckerton borough (1901)	—	—	—	—	—	—	—	—	—	—	—	1268	1106	1429	1320	1332
23) Union township (1846)	—	—	—	—	—	1759	1918	1923	1024	1063	955	982	803	1037	1045	1173

(15) Long Beach township taken from Little Egg Harbor, Eagleswood, Stafford, Ocean and Union townships. Part annexed to Beach Haven in 1903.

(16) Manchester taken from Dover township; Montoloking formed from part of Brick township after the 1910 Census.

(17) Ocean taken from Lacey and Union townships; Ocean Gate taken from part of Berkeley township after the 1910 Census; Pine Beach also taken from Berkeley township.

(18) Plumsted taken from Jackson township; Point Pleasant taken from Brick township.

(19) Point Pleasant Beach taken from Brick township; Seaside Heights taken from parts of Berkeley and Dover townships after the 1910 Census.

(20) Seaside Park taken from Berkeley township; Ship Bottom taken from parts of Long Beach township; South Toms River taken from Berkeley township.

(21) Surf City taken from Stafford township.

(22) Tuckerton taken from Little Egg Harbor township.

(23) Union taken from Dover and Stafford townships.





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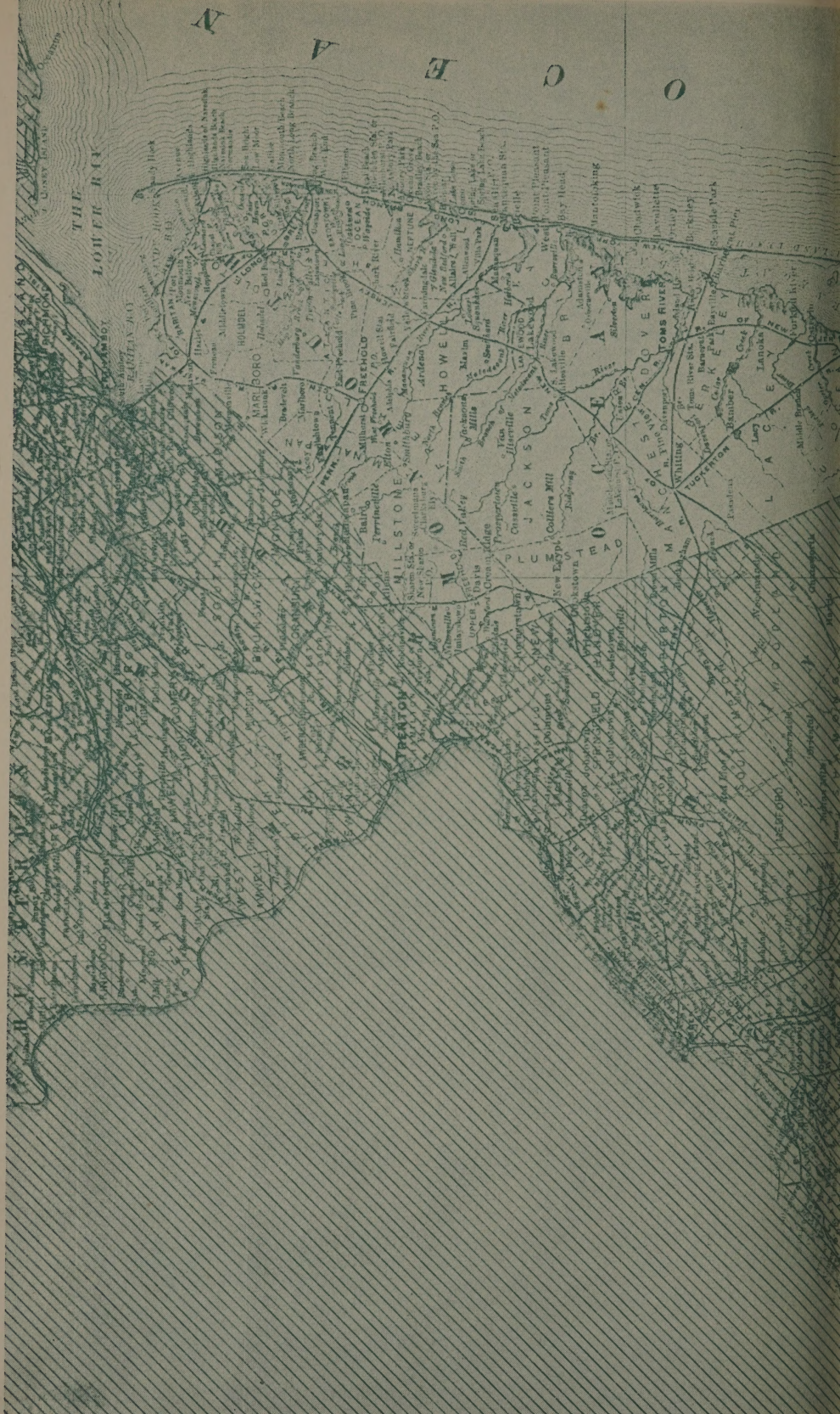




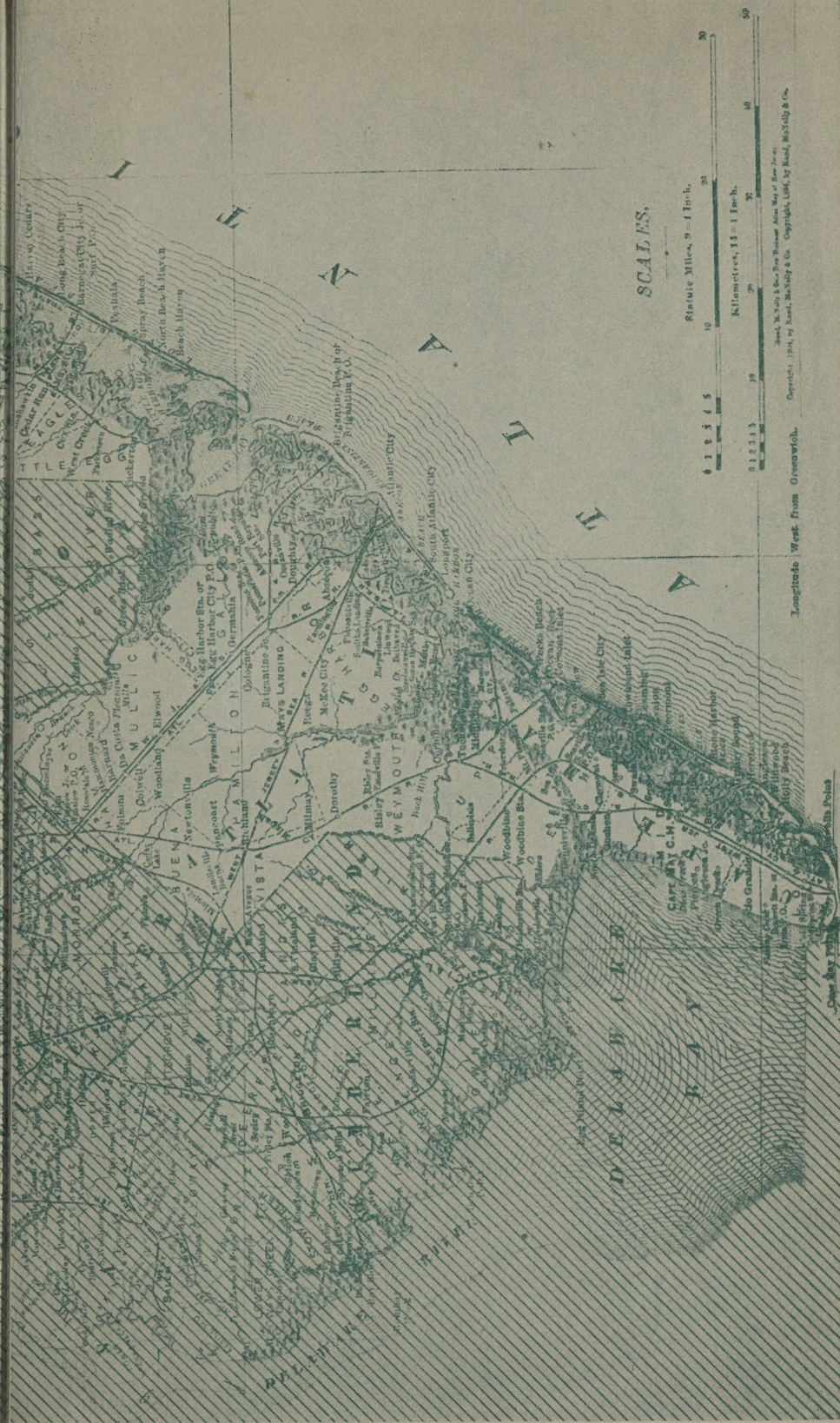












The Shore Counties in 1903

Scale, 1 inch = 10 statute miles, 16 kilometers.  
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